

latitude 38

VOLUME 62 AUGUST, 1982

BULK RATE
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US YACHT
UNITED SAILING YACHTS

Wabbit 24

25

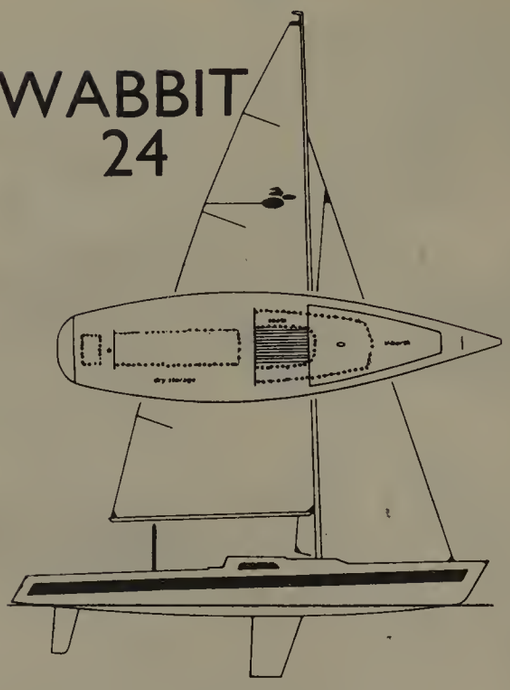
US-21



LOA: 21'2" Beam: 8'0"
LWL: 18'0" Disp: 1400#

$9,995
with sails

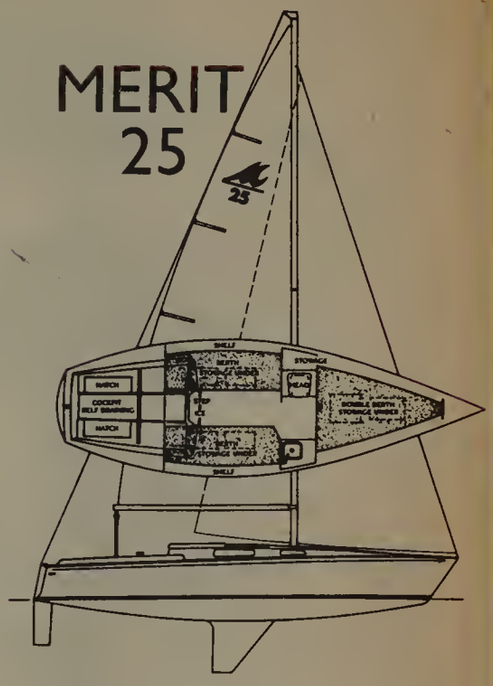
WABBIT 24



LOA: 23'9" Beam: 5'7"
LWL: 20'0" Disp: 850#

$8,995
with sails

MERIT 25



LOA: 25'0" Beam: 8'0"
LWL: 20'5" Disp: 2900#

$15,100
base

SAILBOAT RENTALS

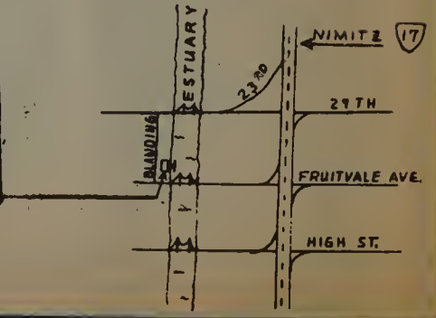
Specials: J/24 — $ 60.00/day
US-27 — $105.00/day

CLUB RENTAL RATES			
US-25	$70/day	US-30	$105/day
Merit-25	$70/day	US-33	$125/day
US-27	$95/day	US-42	$225/day

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GLOBE 38 CUTTER



A William Garden design that combines tri-cabin comfort & 6'4" headroom throughout with excellent sailing characteristics. You will be amazed at the responsiveness & speed of this 32,000-pound, full keel yacht.

The dining area & galley are designed into the pilothouse where you spend the majority of your below decks time. Enjoy the warmth & comfort of this light & airy vantage point while underway or at anchor.

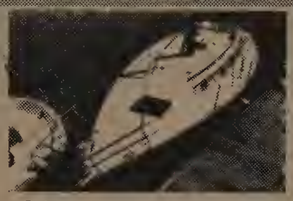
Amidships you will find a large cabin with two settee bunks, large drawers, hanging lockers & a dressing table. The head is exceptionally spacious with a genuine marble sink top, medicine cabinet & separate shower sump. The V-berth is offset to port with storage & drawers to starboard. A filler cushion converts this already large berth into about a king-size bed.

A partial list of equipment offered on this yacht is electric anchor windlass, club staysail, Signet 1000 system (knotmeter, log, depthsounder with alarm), VHF radio, sail covers, & much more.

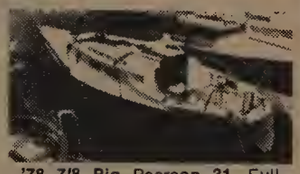
Available for your inspection at our docks. **Asking $93,000.**

SAIL

25' Seidelman, 1978..18,950
25' Bahama, 1977....10,500
2-25' Cal, 1978.....24,000
25' Coronado, 1967....8,800
25' Cal, 1980.....Offers
25' Ericson, 1975.....15,500
26' Columbia, 1970...13,250
26' Ranger, 1970.....14,500
2-27' Cal, 1975.....27,500
27' Cal, 1973.....17,500
27' Pearson Renegade, 1967 16,000
27' Albin Vega, 1976..22,500
2-27' Cal, 1975.....27,900
27' Catalina, 1971....16,250
28' Columbia, 1970...19,900
28' Columbia, 1970...19,750
28' Islander, 1978....34,500
29' Herreshoff, 1964..23,000
29' Competition, 1973.38,500
29' Columbia, 1978...49,950
2-29' Cal.....30,950
29' C&C, 1978.....42,950
30' Bristol, 1973.....34,900
30' Baba, 1980.....70,000
30' Rawson, 1976....31,950
30' Islander MKII, '71.29,500
30' Yankee, 1972.....31,950
30' Pearson, 1978....41,950
30' Pearson, 1974....29,950
31' Marieholm, 1974..44,500
31' Sail Columbia 9.6, 1976 38,900
31' Cal, 1979.....59,950
31' Pearson, 1978....48,000
32' Ericson, 1970.....39,500
32' Pearson Vanguard, 1963 32,400
32' Gulf, 1974.....59,000
32' Pearson Vanguard, 1966 35,000
32' Targa, 1978.....59,500
33' Morgan, 1973.....52,000
33' Ranger, 1978.....59,500
33' Ranger, 1978.....59,000
34' Coronado, 1967...31,950



Cal 39. New, never registered, tri-cabin, **must sell, make offer.** At our docks.



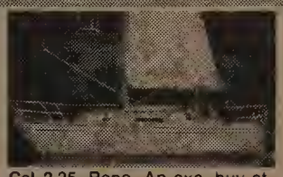
'78 7/8 Rig Pearson 31. Full elec., spin. gear w/sail, dsl. eng. & dodger. Very well-equipt litely used cruiser. **$48,000. At our docks.**



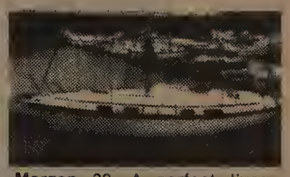
Westsail 39. Loaded & immaculate cond. Asking **$115,000. At our docks.**



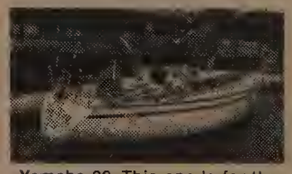
Coronado 25. Great family racer/cruiser. Standup head rm w/enclosed head. At our docks. Ask'g. **$8,800.**



Cal 2-25. Repo. An exc. buy at **$20,000.** With inboard dsl. & more. At our docks.



Morgan 33. A perfect liveaboard/cruiser, freezer, VHF, furling, self-trailers, diesel, stove w/oven. The largest 33-ftr around. At our docks. **$52,000.**



Yamaha 36. This one is for the perfectionest only. **Asking $99,500. At our docks.**



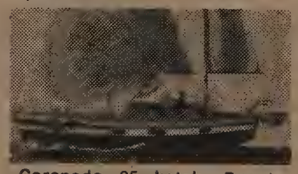
La Paz Trawler. Only used once this past yr. Well equipt & in exc. cond. **$42,000.**



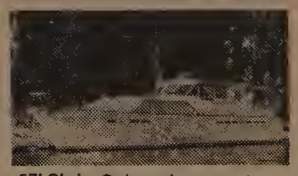
38' C&C. '77. Very nice example of fast, able C&C that's equipt. for cruis'g. B&G elec., all Barients, VHF, RDF, Avon — received lov'g care & it shows. **$74,900. At our docks.**



Islander 30 MKII. Perf. example of pop. 1-design racer/cruiser. 4 sails, spin., elec., & new interior. Electrosan head sys. At our docks. **29,500. At our docks.**



Coronado 35 ketch. Beaut. cruis'g/liveabrd yacht. Fully loaded. Offered at **$47,500.** At our docks.



57' Chris. Only serious need apply for this beautifully maintained/equipt yacht. Recent survey. Ask'g **$167,000.**

34' Peterson ¾, '76...49,500
34' Coronado, 1969...35,900
3-34' Cal, 1977.....56,500
3-34' Cal, 1977.....53,950
34' Peterson, 1978....65,000
35' Megellan, 1966...49,500
35' Coronado, 1973...47,500
35' Bandholm, 1980..88,750
36' Yamaha, 1978....99,500
36' Cal, 1966.....44,000
36' C&C, 1979.....94,500
37' Rafiki, 1977.....75,000
37' Santana, 1970....69,000
37' Santana, 1972....52,500
37' Islander, 1972....52,500
38' Laurent Giles, '47...25,000
38' CT cutter, 1979...89,500
38' C&C Landfall, '80.99,250
38' Downeast, 1976...80,000
38' C&C, 1977.....74,900
39' Swift, 1979.....118,500
39' Westsail, 1979...115,000
40' C&C, 1979.....139,500
40' C&C, 1979.....128,000
40' Anacapa 40, '65...65,000
40' Mariner, 1968....100,000
41' King's Legend SK, 1981 96,000
41' Morgan, 1978....105,000
41' Morgan, 1978....105,000
41' Offshore ktch, '78.85,500
42' Hanna Design Ketch, 1964 49,000
42' Spencer, 1966....79,000
43' Mason, 1981....138,000
44' Peterson, 1975...117,500
45' Hoon C/B, 1962..110,000
46' Sutton ktch, '56...95,000
47' Olympic, 1974...150,000
50' Force Fifty, 1973.125,000
50' Kettenburg, 1974 130,000

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28' Stamas, 1965.....10,000
33' LaPaz Trwlr, '74...42,000
57' Chris Constellation, 1966 167,000

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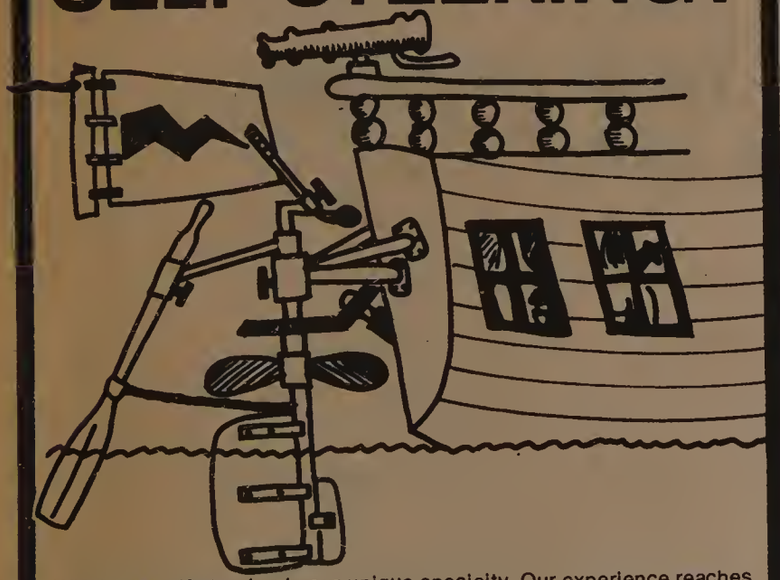
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In The Pan Am Clipper Cup

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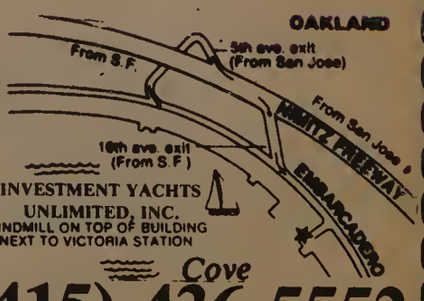
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Cover Photo by *Latitude 38*/Richard. The day marker at Ka Lae, or the South Cape of the Island of Hawaii. It's the southern most tip of the United States, the last bit of the old U.S. that many cruisers see as they head deeper into the South Pacific. Ka Lae is also an important rounding mark on the Around the State Race of the Pan Am Clipper Series held this month.

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1st To Finish Victoria to Maui Rac
Scotch Mist
Congratulations Dan, Warren, Alan & Cre

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The heavy-air experts...

In San Francisco Bay, the sailing conditions most often encountered in the summer are, of course...WINDY. These are the conditions that really test a sailmaker...not only to be able to design sails that are durable... but FAST and durable. DeWitt sails can be seen regularly on the winning boats whenever the wind pipes up. (That doesn't mean we are slow when it's light...just that we are *exceptionally* fast when it blows! Check out our impressive winners list from the Midwinters for an idea of DeWitt Sails' light-air performance.)

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That's right. DeWitt is now the *largest* "non-chain" sail loft on the West Coast...and one of the largest in the world. There are good reasons why we've grown as we have. Such as our computer-based design program, resulting in complete control over the shape and dimensions of your sail by the *designer* (not by the cutter on the sail loft floor!). Our large, modern loft right on the water (open Saturday mornings for your convenience.) And our excellent Canvas and Cover Department...specializing in custom dodgers and full boat covers.

The sailmakers' "Facts-of-Life"

They are pretty simple. No big secret about it...if your clients aren't happy, they will go somewhere else next time. And you sure can't build a reputation for excellence on "one-time" customers. Well, we learned the



facts of life a long time ago. And that is why we put *personal service* at the top of our priority list. That means friendly, individual attention to YOU and to solving YOUR unique sail requirements. Call us today...we can't wait to make you a winner!

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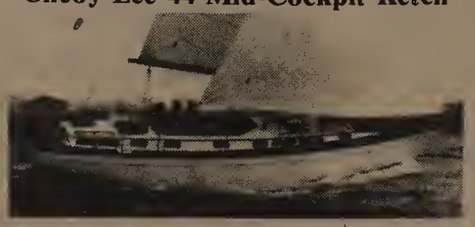
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Cheoy Lee 43 Motorsailer



Cheoy Lee Motorsailer. Robert Perry-design, luxurious full width owners cabin, 2 steering stations, 2 guest cabins, 2 heads, 120 hp Ford dsl., 600 gals. fuel, 300 gals. water. **$159,000 SAILAWAY**

Cheoy Lee 44 Mid-Cockpit Ketch



Robert Perry Design. Luxurious aft cabin. Full teak interior. Great for cruising or liveaboard. If you are a serious buyer, *we will make you a super deal on this boat!!*

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Designed by Charles W. Wittholz. Brand new design. First on the West Coast arriving in July. Avail. in ketch or cutter. Sleeps up to 12 in 4 cabins. Luxurious full width owners cabin. Great boat for charter operators. All teak interior. 80 h.p. Ford dsl. Special introductory pricing. *If You Are Ready to Buy Now, We Can Offer You BIG SAVINGS!*

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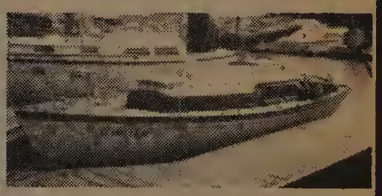
Cheoy Lee 33 Clipper. A true classic, ketch rig, roller furling jib, radar, good electronics. At our sales dock — *bring all offers.*



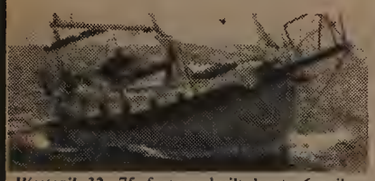
Cheoy lee 41 Ketch. 1981 demo boat now available at tremendous savings. Custom teak interior, sailaway equipped. *$92,900.*



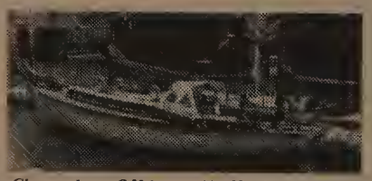
Vega 27 Sloop. 1976, Volvo diesel, built by Albin Marine in Sweden. Good offshore cruiser. At our sales dock — *bring all offers.*



Frisco Flyer by Cheoy Lee. 1967, Volvo model, fiberglass hull, classic pocket cruiser. Very strong construction — *$16,900.* At our sales dock.



Westsail 32. 75 factory built boat. 6 sails, Volvo MD 11C repowered 1978, VHF, RDF, depthsounder, 2 anchors, windlass, wind direction & speed, EPIRB, cabin heater, Walker log. *$63,000.*



Cheoy Lee Offshore 40 Yawl. Tri-cabin layout, U-shape dinette, Cheoy Lee dinghy, good equipment & electronics. A well maintained classic! *Bring all offers!*



Cheoy Lee 35 sloop. 1979, Perry-design, fast cruiser, 3 sails, pressure water with shower, Volvo diesel, VHF, man-overboard gear, very clean. *Try $55,000.*



Cheoy Lee 52 Motorsailer. 1980 model. Better than new twin 120 h.p. Ford-Lehman's engine room soundproofing. Full electronics incl. radar, Combi & autopilot. Refrig., roller furling jib, Sausalito berth. *$329,000.*

22 Santana, 1968, Evinrude, owner financing.....$5,950
Moore 24, 1981, very fast, race equipped, trailer.....$19,900
Coronado 25, 1967, well equipped small cruiser.....$9,750
25' Teak Gaff Sloop, 1962, beautifully maintained & equipped, diesel.....$35,000
25' Fisksatra double ender, completely equipped.....$29,900
Columbia 26, 1970, Johnson, well-maintained, very roomy.....$14,000
26' Frisco Flyer, by Cheoy Lee, fast & able small cruiser. *Three from*.....$16,900
Catalina 27, priced for quick sale.....$15,950
Vega 27, great family boat.....$21,900
NorthSea 27, sloop, ready for cruising.....39,999
Offshore 27, by Cheoy Lee, 1968, Volvo diesel.....$21,250
29' Soveral, keel-centerboard, fine sailing cruiser.....$16,500
Luders 30, by Cheoy Lee, '75. Cruise-equipt, Hl vet.....$45,000
Bermuda 30 Ketch, by Cheoy Lee, 1964, good shape but needs some varnish.....$29,500
Hunter 32, 1980, like new.....38,500
Aries 32, '77, very able sea boat, well equipt, owner financing.....$43,000
Westsail 32, 1975 factory built, loaded.....63,000
Cheoy Lee 32, slp, gd equip, very clean, ready to cruise.....62,900

33' Pearson Vanguard, very fine cruising boat w/active local class assoc. *Two from*.....$37,000
CT 34, cutter, 1979, exceptionally well equipt for liveaboard/cruising.....$58,000
Cal 34, great bay and coast sailor.....$37,500
Peterson 34, very fast racer/cruiser.....$65,000
Cheoy Lee 35, 1979, almost new, 40 hours on diesel.....$67,500
35' Finnclipper Motorsaller, very able.....49,500
36' Cold-Molded Racer/Cruiser by Chuck Burns. FAST.....$59,000
Cheoy Lee 36 Clipper, bargain priced.....50,000
Islander 36, good elecs, '71, gd sail inventory.....66,500
37' Custom Racer/Cruiser, fully equipped.....49,500
Offshore 40, by Cheoy Lee, 1974, tri-cabin interior, beautiful, fast, able.....86,900

Cheoy Lee 40 Midship, good liveaboard, equipped for cruising.....121,500
41' Swan, 1976. Loaded, possible owner financing.....Offers
Swan 41, fast and able.....150,000
Gulfstar 41 sloop, 1974, newly renovated center cockpit cruiser.....89,750
King's Legend 41, 1981, new, sail-away equipped.....96,000
45' Porpoise ketch, '70. Luxurious bluewater cruiser.....$175,000
45' Porpoise Ketch, Garden-design, exc. equip., perfect condition.....175,000
46' Cutter by Formosa Yachts, 1978, adaptation of Peterson 44, able offshore cruiser, liveaboard, creative financing.....86,500
50' Force 50 Ketch, William Garden-design, well-equipped for long distance cruiser, priced for prompt sale.....125,000
52' Cheoy Lee Motorsaller, 1980, hardly used, like new.....$329,000

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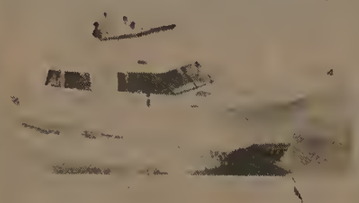
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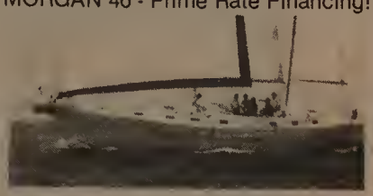
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CALENDAR

July 31-Aug. 7 — Long Beach Olympic Classes regatta. A preview of the 1984 Games, but without board sailing.

July 31-Aug. 1 — Windsurfer District 2 Championships at Franks Tract in the Delta. Hot and windy. Call Dick Sandys, (415) 684-2828 or Jean Hill, (415) 349-2059.

Aug. 1 -- Doublehanded race from Hanalei Bay to Bora Bora. Four hands to the islands. Douglas Fryer, (206) 284-6360.

Aug. 5 — Meeting for potential crewmembers on the all women Big Boat Series entry. 7:00 p.m. at the Northpoint YC, end of Pier 39 in San Francisco. Sherry Wilson, (415) 825-6530, or Renee Soleway, (415) 459-2421.

Aug. 6 — First Friday Flicks returns to Berkeley YC. Featured will be two Hobie Cat films. Dinner at 1900 ($4.00) and movies afterward at 2045 ($2.00 donation). Call Jeanne for reservations and information at (415) 477-5571 (day) or 521-1176 (eve) after August 2nd.

Aug. 7-22 — Pan Am Clipper Cup, Honolulu, Hawaii. The Grand Prix racers stop here. Waikiki YC, 1599 Ala Moana Blvd., Honolulu, Hawaii, 96814.

Aug. 7 — S.F. Bay Veteran Ocean Racing Circuit. The last of three scheduled races. For older, genteel racing craft. Call Pat Lennon, (415) 331-2794.

Aug. 9-13 — MORC Internationals in Marina del Rey. For the 30-foot and under set. 200 boats expected! (714) 277-9339.

Aug. 12-14 — Santa Cruz 27 national championships at the Santa Cruz YC. Five races, including an ocean outing. Franz Klitza, (707) 644-0456, or Ric Diola, (408) 438-4163.

Aug. 13-15 — Santana 35 nationals at the St. Francis YC. Racing on the City Front, Berkeley Circle and out around the Lightbucket. John Aiken, (415) 366-9211, or Lona Wilson, (209) 577-0285.

Aug. 14 — Northpoint YC Commodore's Cup. NPYC, P.O. Box 40279, S.F., Ca. 94140, (415) 647-5909.

Aug. 15 — Singlehand Regatta, Folsom Lake. Steve Galeria, (916) 961-6194.

Aug. 18-20 — Santana 20 Western championships at Fern Ridge Reservoir, Eugene, Ore. Ron Fish, Fleet Captain, 25349 Lawrence Rd., Junction City, Ore. 97448. (503) 935-4357 or (503) 687-2371.

Aug. 19-21 — Day Sailor Pacific Coast championships at the Palo Alto YC. Bill Owens, (415) 327-8429.

Aug. 20 — Free seminar on electrical systems at 7:30 p.m., Voyager Marine, 1296 State St., Alviso, Ca. 95002. (408) 263-7633.

Aug. 21-22 — Burns 21 nationals on the Oakland Estuary and S.F. Bay. Emily, (415) 523-4388.

Aug. 21-22 — Knarr International Folkboat regatta. Ya sure. St. Francis YC, 563-6363.

Aug. 21-26 — USYRU Junior Championships at the Richmond YC. 56 top youth sailors from all over the country compete for the Sears, Bemis and Smythe trophies. Bob Klein, (707) 643-4468.

Aug. 26-29 — San Francisco Marine Trades Exhibit and Conference at the Moscone Center. A free show for members of the boating trade. Free gifts for early registrants. (415) 836-6032 or (305) 764-7642.

Aug. 28 — Third annual Backwards Bullship race. Start at 0900 off the S.F. Marina and herd 'em out to Sausalito. BBQ, beer and fun at the Sausalito Cruising Club afterwards. Ron Romaine, 453-3969.

Aug. 28 — Wylie Wabbit Wace fwom Berkeley to Stockton, com-

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CALENDAR

plete with a wabbit start. 72 miles of hop, hop, hopping up the river. Frolic afterwards at the Stockton Sailing Club. Chris Kafitz, 524-9655.

Aug. 28-29 – Express 27 nationals at Santa Cruz. Terry or Alice, (408) 476-0529.

Aug. 28-29 – Columbia 26 MK II nationals in the south Bay. Call race chairman Myles Ringle after 7:00 p.m. at (415) 848-1571, or Dennis Mahoney at (415) 939-8792.

Aug. 28-29 – The 1st annual Scotts Flat Lake Gold Country regatta. Go for the gold, 5 miles east of Nevada City. All sailboards and boats up to 22-foot swingkeel. Free launch and day use, camping nearby. Make your reservations by Aug. 21. Ray Woods, (916) 272-5484.

Sept. 1-9 – Etchells-22 world championships. Flat out racing in a performance keelboat. Hosted by the St. Francis YC. 563-6363.

Sept. 4-5 – Day Sailor Perry Deaton Memorial regatta. Palo Alto YC, Bill Owens, (415) 327-8429.

Sept. 4-5 – Lake Tahoe Windjammer Classic. A three race series. Windjammers YC, P.O. Box 10466, South Lake Tahoe, Ca. 95731.

Sept. 8 – Coastal navigation/piloting class offered at Contra Costa College. Runs through November 24. O. Eugene Barton, (415) 235-7800, ext. 224.

Sept. 8 – Coast Guard Auxiliary class on seamanship and sailing at Armijo High School, 824 Washington, Fairfield, Ca. 94533. Call Steve Rankin, (707) 429-0300 (eves).

Sept. 19-25 – St. Francis YC Big Boat Series. The maxis are coming to town! 563-6363.

Sept. 10-19 – S.F. Bay In The Water Boat Show, featuring plenty of new boats plus selected brokerage listings, with small trailerable boats on display ashore. All the latest stuff. Karen Thompson, (415) 523-0940.

Sept. 10-19 – Bay Area Boat Show at the San Leandro Marina. More boats, more gear. Richard Jenkins, (415) 436-4664.

Sept. 13 – Coast Guard Auxiliary class on sailing skills and seamanship, to be held at the CG Training Station on Government Island, Building No. 1, Alameda, Ca. Free! Lynn Louden, (415) 530-4457.

Sept. 17-19 – California Wooden Boat Show at Lido Marina Village, Newport Beach. Contact Lee Gjolme, (714) 646-3963, or Duncan McIntosh, (714) 673-9360.

Sept. 21 – Start of a five week class on celestial navigation at the Oceanic Society. Franklin T. Potter, (415) 441-8192.

Sept. 26 – Fannette Island race, Lake Tahoe. Windjammers YC, P.O. Box 10466, South Lake Tahoe, Ca. 95731.

Oct. 2-3 – Ericson 27 regionals at the Berkeley YC. Bill Price, (408) 867-0368.

Oct. 8-17 – J-24 World Championships.

Oct. 23 – Berkeley YC's invitational womens race. Start practicing early! Ruth Brooke, (415) 526-4899.

Twilight Racing Series – Sausalito Cruising Club (569-0867 or 332-9349): 8/13. Corinthian YC (435-4771): 8/6, 8/13, 8/20, 8/27. Encinal YC (522-3272 or 792-6454): 8/6, 8/20, 9/3, 8/17, 10/1. Golden Gate YC (346-2628 or 566-2087): 8/6, 8/20, 9/3, 9/17, 10/1. Island YC (278-0495): 7/30, 8/13, 8/27, 9/10, 9/24.

Please send your calendar dates by the 18th of the month to *Latitude 38*, P.O. Box 1678, Sausalito, Ca. 94966. Send early, send often!



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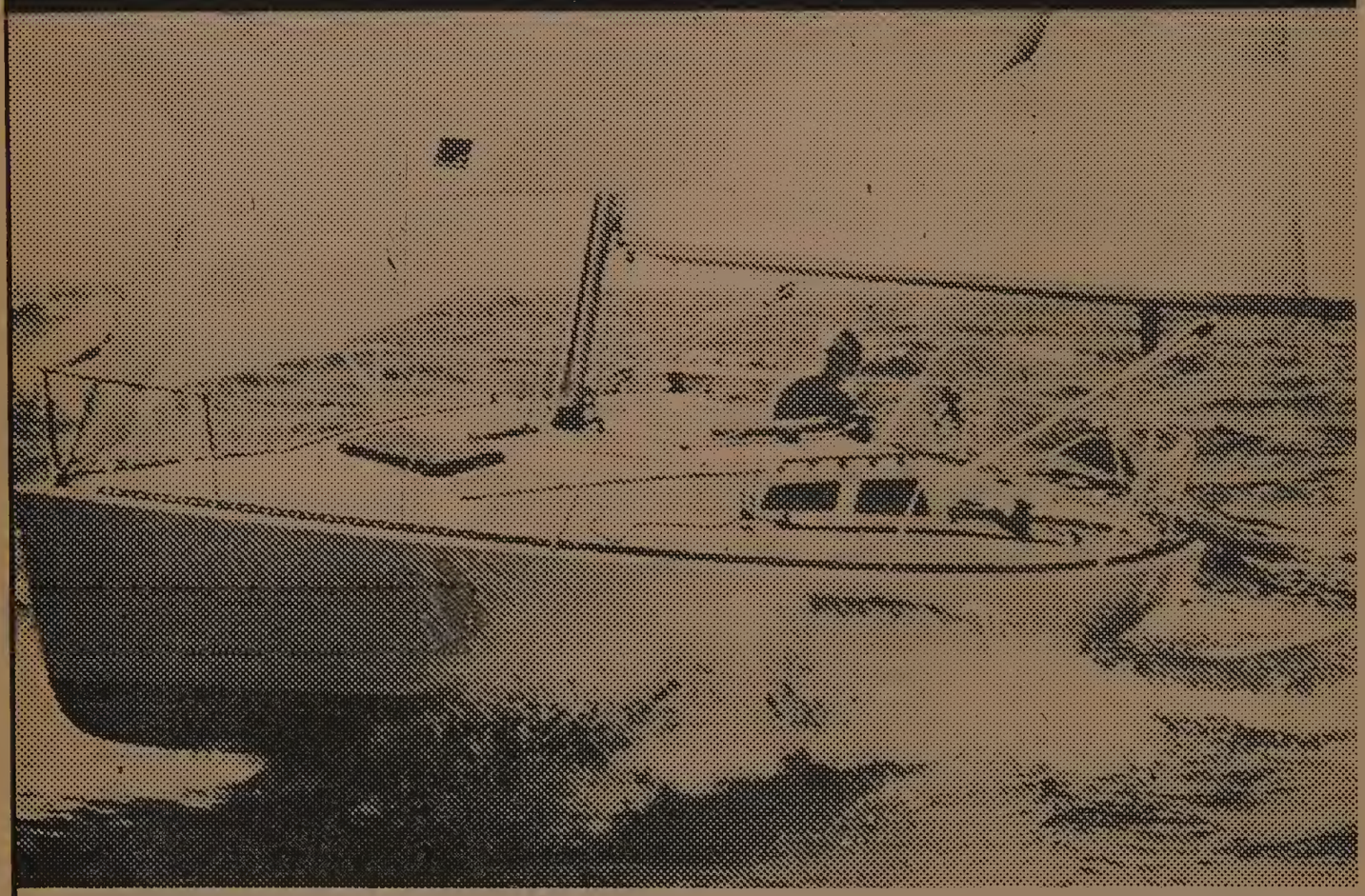
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An Olson 30 proving our point.



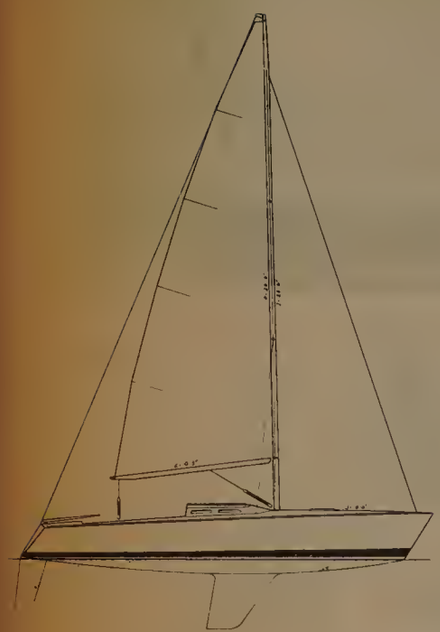
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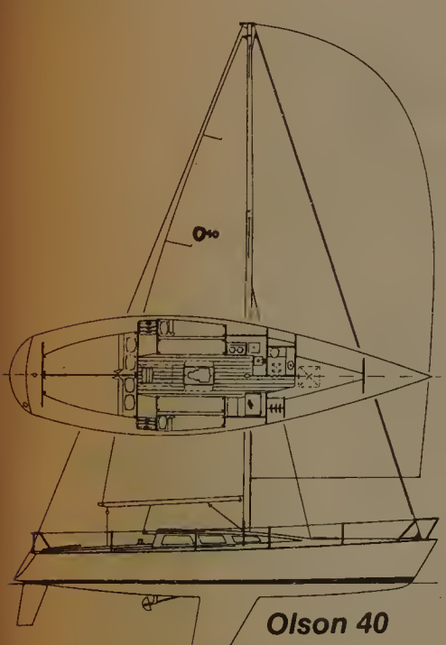


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Santa Cruz 27, 1974, Perfect, $19,900
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Trintella 29, 1969, Bristol, $33,500
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Santana 20, 1979, $80,000



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"Collage": Chuck Hawley
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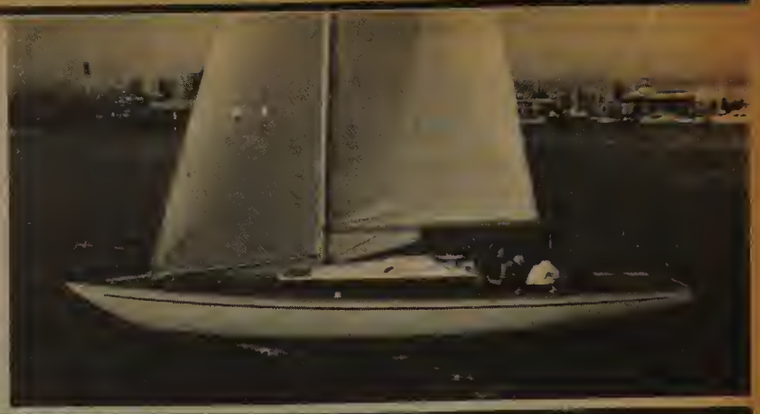
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The BB 10m

The BB 10 Meter comes off the design board of the Borresons, a father and son team with a successful racing background in one-designs in Scandinavia and beyond. Their accumulated expertise in designing, building and racing keelboats shows in the performance of the BB 10. A sheeting pedestal in the center of the cockpit just ahead of the tiller exemplifies the custom Danish-made fittings designed especially for this yacht. The interior is simple yet efficient with settees that convert to berths and galley accessories in aft lockers port and starboard.

Though designed more as a racer than a cruiser, the BB 10 has ample stowage areas in the cabin and beneath the deck. The standard deck covering is a combination of cork and rubber, though teak is available. The long cockpit has plenty of room for the crew and a separate seat for the skipper. The table is one of many options available with the boat. A specially designed anchor fits in the bilge just ahead of the center-of-balance lifting lug. The pull-out galley units are modest when it comes to luxury but they are practical space-savers in this narrow beam design. Additional shelf and locker space is located at the front of the main cabin. At the bow is a spacious V-berth accounting for half of the available sleeping space.

Cruising World Yachts is proud to include this exceptionally crafted cruiser/racer in our line of quality yachts.



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20' Nordica	$8,000
20' Santana	8,000
20' Flicka	26,500
21' Wilderness "Little Rascal"	15,500
22' Santana	7,400
22' Bristol	8,900
23' Ranger	14,950
24' Bahama	7,950
25' Bahama	11,000
25' Cheoy Lee Frisco Flyer	15,500
25' Lancer	from 12,500
25' Cal — Loaded	12,450
26' S-2 Crt. Cpt.	24,950
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29' Ranger	from 27,000
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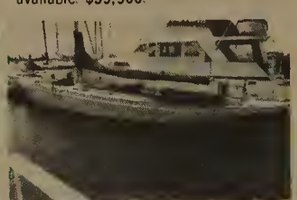
40' Cheoy Lee Ketch. Ctr cockpit w/lg aft stateroom. Perfect liveaboard for 2. Interior accomodations superb w/ exceptional Cheoy Lee hull built to Lloyd's specs. **Reduced to $109,950.**



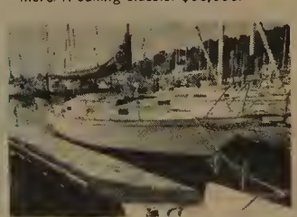
Hans Christian 43' Cutter. '80 performance keel. Barient self-tailing winches, 60 hp dsl, microwave oven, CNG syst. Excellent Condition, like new. Seller motivated. **$149,950.** (Sister Ship Shown)



37' Hunter Sedan '69. Twin 285 hp w/ recent overhaul & survey. Perfect Delta/fish/live. Do 18-24 knots. Radar, autopilot, trim tabs, refer, LPG, elect. windlass. New int. decor. Financing available. **$39,900.**



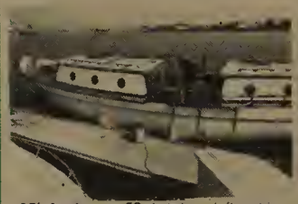
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35' Angleman FG ketch w/aft cabin, Volvo dsl, propane oven. Save $ by rigging yourself, **$35,750,** or buy completed w/new U.S. aluminum spars & sails for **$59,500.** All offers/trades/paper considered.



37' Francis Kinney Pipe Dream Sloop. '75 equipped for cruising. Full keel, fast & responsive. Volvo dsl, VHF, knot, 2 fath., autopilot, sailing dinghy. Bristol condition. **Asking $49,000.**



34' CT Cutter '79. Traditional full keel dbl ender. Teak decks, dsl, electronics, dsl heater, refer, dodger. Liveaboard. **$54,000.**

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40' Cheoy Lee Offshore Yawl	89,500
40' Custom Ctr. Cpt. Wood	35,000
40' Rhodes	48,500
40' Cheoy Lee Ketch	Offers
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43' Endeavor Ketch	159,500
44' Islander	74,500
45' Custom Steel Schooner	209,000
50' Gulfstar Ketch	from 189,500
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56' Tri-Headsail Cutter	60,000

Selected Power Brokerage

32' Laguna	48,000
34' Hatteras	39,500
35' Chris Seaskiff	24,500
36' Stephens Classic MY	37,500
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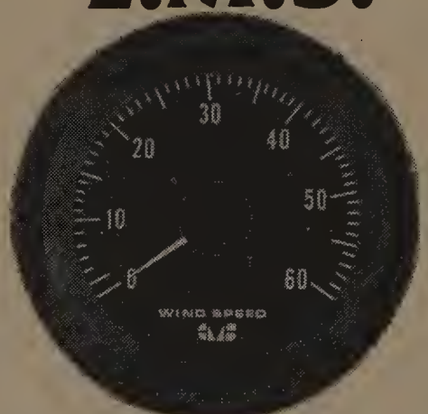
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LETTERS

☐KANE MUTINY

I've just finished wading through Volume 61 of your magazine. I found solid footing most of the way, that is until I came to your interview with Michael Kane. That's the sort of muck that can suck your boot off.

Now don't get me wrong; you guys tried to get Kane to give worthwhile answers to your interesting and important questions. The analogy holds that if you can't get blood from a turnip you can't get a straight answer from an insurance salesman.

Michael Kane's interpretation of the World, as evidenced by his version of multihull history on the West Coast, is more than a little screwy. It's no wonder he has to sail singlehanded, who would want to be trapped on a boat on the ocean with that blustery know-nothing. He is an exceptional sailor — just look at all his trophies — but he is a jerk and an embarrassment to multihullers everywhere.

I've attached an old magazine which may provide a better insight into the beginings of the multihull scene out West. I hope you take the time to read through the Arthur Piver and Rudy Choy discussions. I have made a few notes which you may disregard (as you probably will).

Incidentally, Arthur Piver was lost at sea *singlehanding* a trimaran of his own design. No boat or body was ever found.

On that cherry note, I leave you to rinse my boots.

George Hewitt
Port Orchard, Wash.

George — We imagine that Michael deliberately made his history a little controversial and screwy in order to get a few letters like yours. Kane hasn't gotten the publicity and recognition he's deserved for past achievements, so he's probably being a little bit outrageous so that a lot more people will know his name and remember it. That's the kind of thing an individual is compelled to do if they're trying to attract sponsorship like Kane is for his proposed 78-ft. tri, Challenger.

And since it was his *interview and not a definitive history on multihulls, it really was his privilege to warp things to his satisfaction.*

***Ding-a-ling-a-ling** — excuse us, that's the telephone. Well, speaking of seaboots, it's Michael Kane and he would like to respond to your letter.*

What, you have to ask yourself honestly, says Kane, did Piver ever do for multihull racing? 'Nothing, zero', is Kane's answer. By Michael's recollection Bowie McNoughton's Erin, *between the years '71 and '74 was the only west coast Piver tri that ever won any races on corrected time.*

However Kane would like it clearly known that the last thing he intended to do was denigrate the reputation of Mill Valley's Arthur Piver, who was responsible for much of the advent of cruising trimarans. In fact Kane's "most cherished trophy" is one given to him by Mrs. Piver in recognition for his being the first person to sail around the world on a trimaran — 1967-69 on the Piver Carousin.

Kane reports that Charles Chiodi, editor of Multihulls *magazine, thought his interview was "right on" and it will, in fact, soon be republished in that magazine.*

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Just picked up your wonderful publication at Seabreeze Book Store on Shelter Island (San Diego). I'm glad to see it again and read it from cover to cover.

I've heard of your "Crew List" but not sure how it works. Could you explain that for us, please. Also, when is deadline, etc.?

Jack Clarke
Coronado

Jack — The 'Crew List' application forms are printed in the

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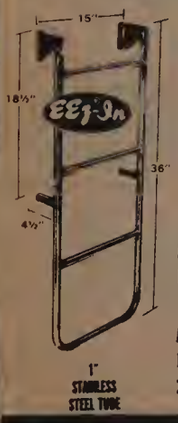
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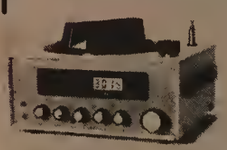
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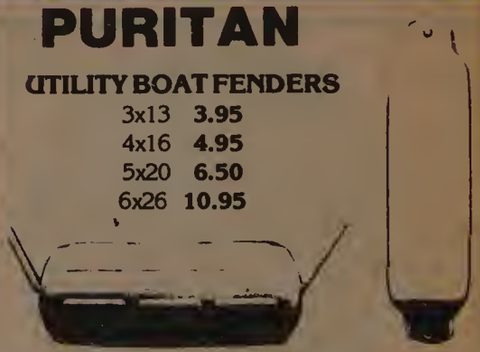
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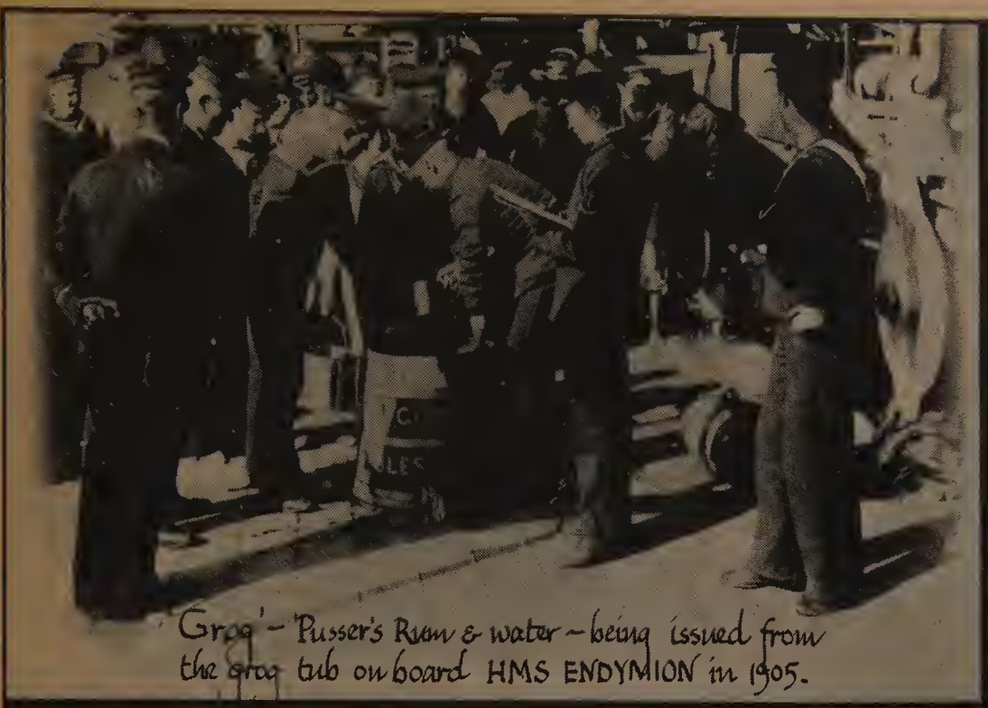
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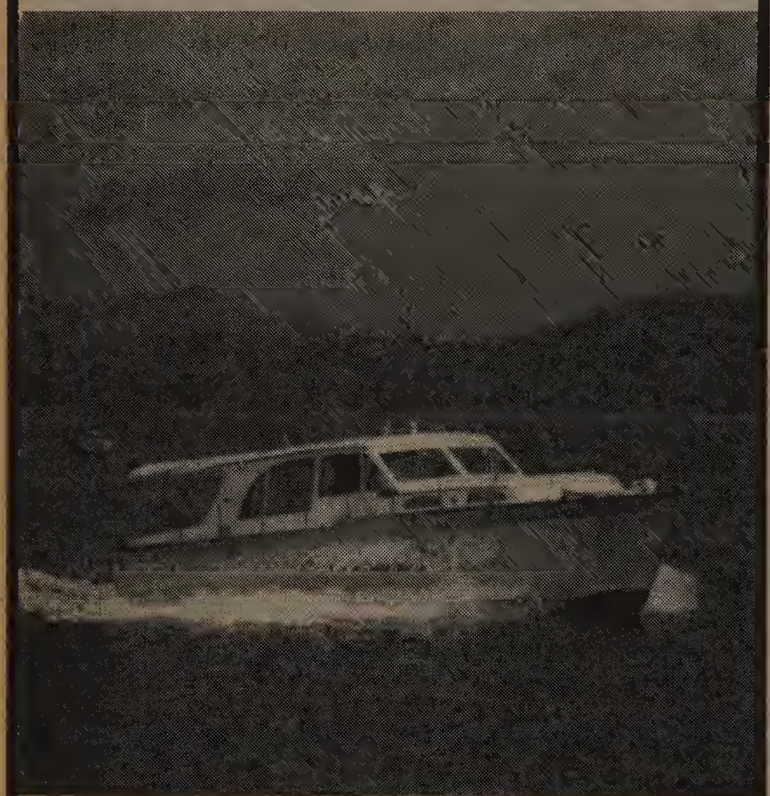
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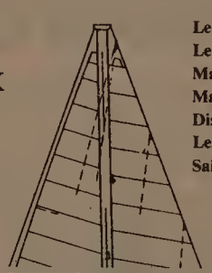
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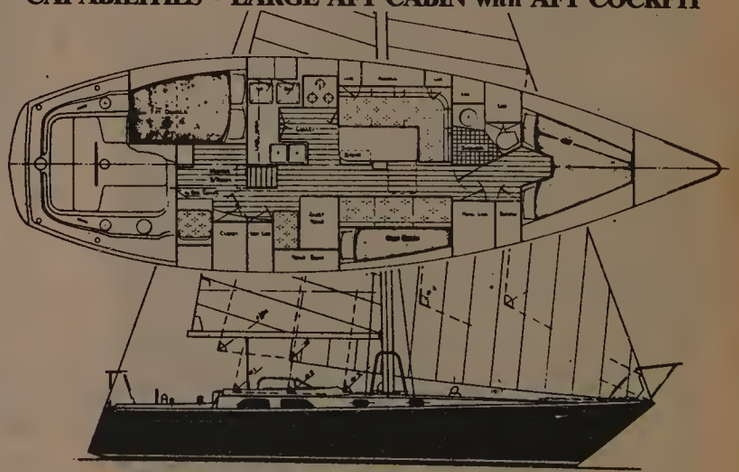
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LETTERS

January Issue, and the list of those who responded are published in the March Issue. Like Christmas, the crew list comes but once a year.

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In the past it's always been free; there may be a nominal charge the next time in order to discourage people who aren't really serious.

□ANOTHER GOOD NOTICE TO MARINERS

While shopping recently at West Marine in Sausalito, I commented to salesperson Claudia Mueller that my year-old foul weather gear was not as dry as I had hoped it could be. She observed that it could be defective, and suggested that I bring it in so they could check it. I took it in the following week. Manager Chuck Hawley gave it the "once over" and confirmed that it was indeed defective. He offered me the full purchase price of the old gear off on a new jacket and trousers. Needless to say, I jumped at the offer.

I'm afraid that I had resigned myself to being yet another victim of the Great American Corporate Ripoff. Instead, for a minimal additional investment, I now have new, improved and dry gear. I'm ecstatic — to say nothing of being dryer too. Both Claudia and Chuck, as always, were friendly, helpful and fun. I'm most grateful to both of them.

I thank and recommend West Marine Sausalito and Chuck and Claudia who provided patient, knowledgeable guidance.

Please include this notice-to-mariners in your magazine. I imagine that others may appreciate knowing.

Gayle McKenzie-Leopold
San Francisco

P.S. I have purposely not mentioned that the gear in question was Atlantis, since I'm not sure of the business ethics vis-a-vis *Latitude 38* printing such a citation. Of course, if Atlantis had not had such an exchange program, this story might not have had a happy ending.

I add this footnote for your information, and whatever use you care to make of it.

□PICTURE PERFECT PROOF
IT WAS A BACHELOR PARTY

In order to get this printed I know we have to tell you what a great rag you've got and how we all love to read and re-read every issue and how you all are providing yourselves with an honest living and a great service to the yachting community all at the same time. Well, what the hell, the truth is cheap. So, there, you have it.

We couldn't contain ourselves down at the San Rafael Triangle (who can escape the San Rafael Triangle . . .) when we saw that great photo on page 68-69 in the July issue. It is about time the old *Latitude 38* had a centerfold . . . and Grady Meadows certainly is appropriate!

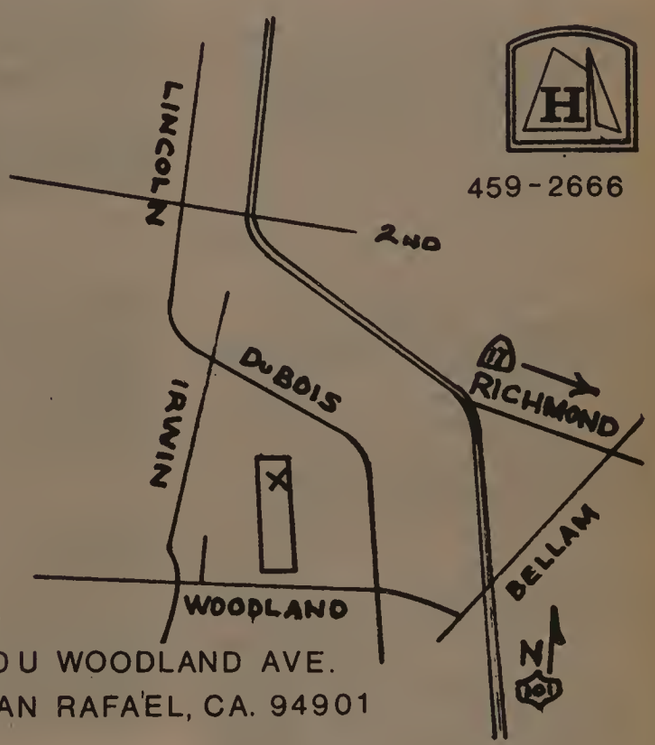
It made our hearts glad to see such a becoming photo of this grand old man of yachtingdom . . . that weathered vizage, the characteristic melton jacket, the eyeglasses held together with marline, the battered levis, the hobbnailed topsiders. Ah, Grady . . . always the picture of a serious yachtsman.

Grady's many friends were most gratified to see some recognition come his way. His globe-girdling exploits are known to few, but as is his way, and that of all true sailors, he is a quiet man, as the picture shows, unflappable and always a center of calm in the storms of stress and anxiety.

We are concerned, however, at the reference to a "bachelor party". A quick poll of Grady's friends turned up no one who could remember being there! A close inspection of the photo aroused our suspicions. There seems to be an unnatural angle to Grady's right foot. Clearly, he had a line tied from his heel to the camera, tripping the shutter himself. This is an old single-hander's trick first demonstrated by Robin Lee Graham in his *Dove* articles for the *Geographic*. Our conclusion was that Grady took the picture himself,

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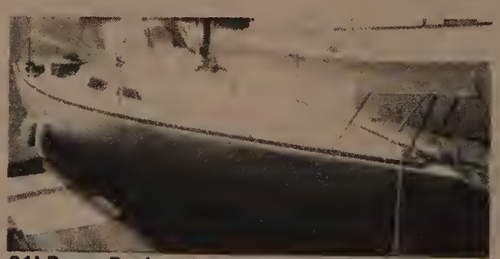
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LETTERS

and there never was a bachelor party!

If Grady wants to dispute this fact, we will settle for a Bachelor Party II to be held on good old Gate 2 in the Triangle. Grady can pick the date . . . he knows where to find us.

While we are writing to you, and in order to save a stamp, we would like to comment on another, unrelated topic.

Time was a chandlery's stock was metal, wood and twine, and you could always find the raw materials for whatever you wanted to build or repair afloat, cheaply and efficiently. These days, marketing being what it is, yachting seems to be going the way of all sports . . . if you don't have the right plastic gillhickie or the right designer foulies, with the rugby shirt to match, you're just not in.

We think that this is a dangerous trend. Why load down your boat with redundant junk that can't be repaired short of silicon valley when creative seamanship supplies a cheaper, less cumbersome alternative. The common examples are $5.95 mylar telltales instead of a hank of red yarn; a $29.95 snap shackle when a doubled bowline works as well and won't beat you to death in a luff . . . and so on.

The latest in our list is the Sani-fem, a classic example of the folly of improving on nature. A recent letter in *38* stated well the problems involved in positioning one and then trying to use one while everyone else watched to see if it would work. The Sani-fem is just another expensive gimcrack. Most all boats have already aboard a workable alternative.

The Triangle suggests folks try substituting the common three inch Nicro/Fico vinyl ventilator cowl for a Sani-fem. We found it works just as well and does double duty when nature isn't calling. A look at the Sani-fem advertisements is self-explanatory and will spare us going into the indelicate details of actual technique. We would add, however, that our testing staff found it preferable to remove the cowl from the deck prior to use as a personal relief device (PRD in the trade), especially if located above the forward v-berth or not equipped with a dependable dorade box.

We would welcome comments from the readers of *38* on other ways money and stowage space can be saved by the application of creative seaman-and seawoman-ship.

David E. Jones
Recording Secretary
San Rafael Triangle Sailing Society

David — We appreciate your point on creative seamanship, but wonder if a good old porcelain urinal mounted on deck wouldn't



make a good replacement for a 'modern' vinyl Nicro/Fico cowl? The picture? That's proof that Grady wasn't alone.

□CREW LIST COMMENTS

As a Crew List woman who declined to cruise with Burwell Taylor



PHOTO: DIANE BEESTON
AIDA — 25-ft. 5 Ton Spitzgatter Built in Denmark in 1936, Came to San Francisco in 1961. Present owner: Walter Knox.

CONGRATULATIONS *AIDA* And Crew
3rd to Finish &
3rd in Div. 1982 Master Mariners.

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8' wide #10 Deck Canvas
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Walnut Creek Honda

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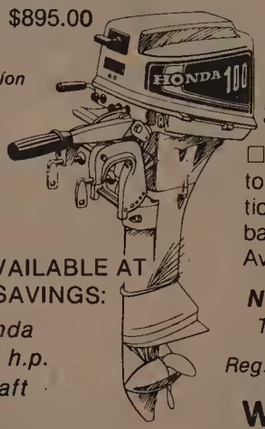
NEW **HONDA, 1982, B.F. 75 CSA**

Short Shaft, 7.5 h.p.

Regular $895.00

Now **$785.**

Must mention this ad to receive sale price



SAVE

☐ 4 cycle ☐ Easy starting ☐ High torque for quiet smoke-free operation ☐ 5 amp alternator for charging batteries ☐ Fuel tank with gauge ☐ Available in short & long shafts.

ALSO AVAILABLE AT GREAT SAVINGS:

The Honda B.F. 7.5 h.p. long shaft

NOTE:

*The **Honda B.F. 100** 10 h.p. long shaft*

Reg. $1,065 - **NOW $875**

We stock all models!

HONDA

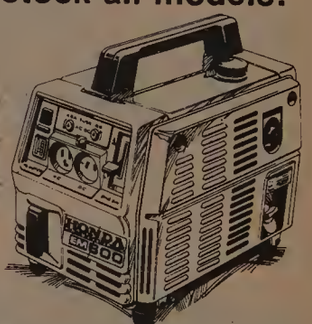
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GENERATOR

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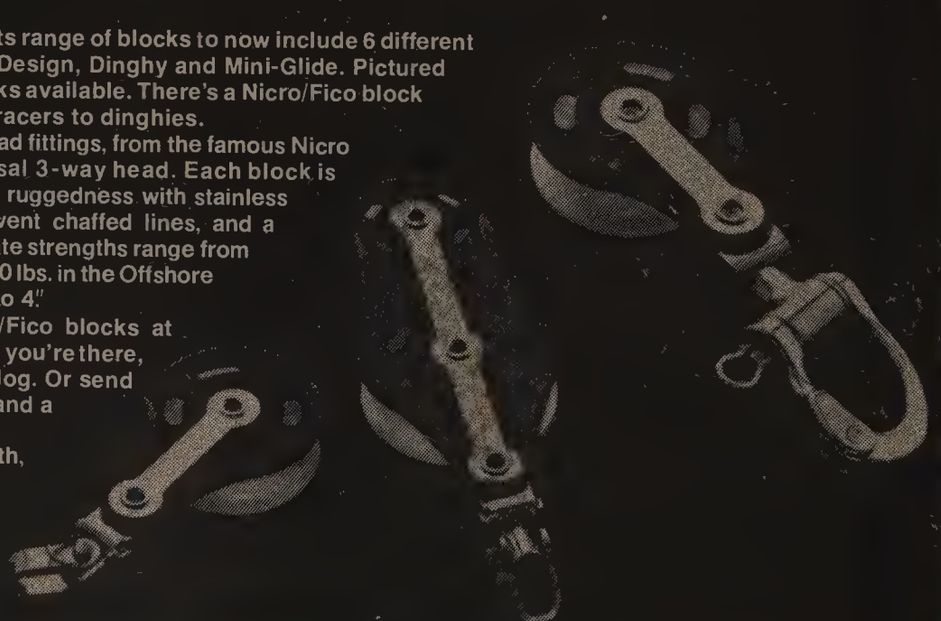
Looking for Blocks? Look to Nicro/Fico.

Nicro/Fico has steadily expanded its range of blocks to now include 6 different series: Offshore, Bosun, Regatta, One Design, Dinghy and Mini-Glide. Pictured here are just 3 of the more than 100 blocks available. There's a Nicro/Fico block for every application from maxi ocean racers to dinghies.

You can choose from a variety of head fittings, from the famous Nicro Trunnion Snap Shackle to the Universal 3-way head. Each block is designed and constructed for maximum ruggedness with stainless steel load straps, flared cheeks to prevent chaffed lines, and a choice of Delrin or metal sheaves. Ultimate strengths range from 1,000 lbs. in the Mini-Glide Series to 9,000 lbs. in the Offshore Series, with sheave diameters from 1⅛" to 4".

See the complete range of Nicro/Fico blocks at your local Nicro/Fico dealer today. While you're there, pick up your free copy of the 1982 catalog. Or send us $1.00, we'll mail you both a catalog and a "Basic Sailing & Rigging Guide."

Nicro Corp., 2065 R West Ave. 140th, San Leandro, CA 94577.



Nicro Fico

(*Changes in Latitude*, July 1982) in Mexico, I strongly disagree with his narrow appraisal of the situation. Yes, I have turned down invitations to join boats already in Mexico, the Caribbean, Seattle, the South Pacific, and England. But I *am* committed to long distance sailing.

After an intense cruise to Southern California on a 47' ketch several winters ago, I resolved not to venture offshore unless I "knew" both the skipper and the sailboat. For a cruise of some duration, I for handling and comfort of the yacht, communication and compatibility with the owner, and terms and conditions that I can accept. I am reluctant to fly off with a strange skipper to an unknown boat in a foreign port for his prepackaged fantasy cruise. As an active participant in this serious pleasure of sailing, I find it complicated enough preparing a boat docked just a few miles away.

Thanks to the *Latitude 38* Crew List, I have been working and playing on an ocean-going yacht, learning the lines and switches, investigating equipment, cruising local waters, and exploring black holes. Safety, knowledge and competence are fundamental. A serious sailor can appreciate the proposition to "come into my bilge and look at my seacock". I want to be able to singlehand back to retrieve an overboard owner (and vice versa). And I'd like to know where the fog horn is stowed, before sailing off into the fog. Then the rest can be adventure and delight.

Cathy Rowboat
Berkeley

Cathy — What really burned up Burwell was the fact that not one of the women who specifically said they wanted to cruise to Mexico seemed the least bit interested when the opportunity presented itself. And we have to agree that's pretty discouraging.

Since you indicated on your Crew List application that you only wanted to "cruise locally and up the Delta", we suspect that Burwell didn't — or at least shouldn't — have included you in his 24 eligible but fruitless prospects.

We're glad the Crew List has worked out well for you, and think it would be much more successful if most folks were just a little bit more honest about what they had to offer and what they really wanted.

□THE 5% SOLUTION

Greetings from L36°47'N to the best boatman's magazine I've seen in 25 years. Moss Landing is said to have the largest fishing fleet in California — three or four hundred craft not counting the yachties and club in the north harbor. Berthage by S.F. Bay standards is delightfully low. The PG&E plant (let's hear it for wind when available rather than nuclear or fossil) and Kaiser Refractory, both right across the street from the harbor, are dirty and noisy. There are never traffic jams on Monterey Bay. All in all, a good port to sail from.

My subject is live-aboards.

1 July the governing body here (MLHB) wants to 1) permit live-aboards, 2) double their berth rates, or $30 a month extra, whichever is *more*, and 3) limit live-aboards to 5% of total berthed.

Compared to most N. Californian harbors, 1) is a positive step, from de facto to de jure. My berth mate, a live-ashore fisherman, calls me, a live-aboard, his free insurance policy! Are live-aboards a potential source of pollution? Not under Federal law! And not in studied fact, either, our harbor master tells me.

Now while 2) may at first seem outrageous, in our particular case it will be fair enough if MLHB will provide a shower ashore for the exclusive use of live-aboards in the bargain.

It is 3) that prompts me to address this letter to you, dear editor, and your readers.

In a philosophical (and never mind the economic) sense, I don't understand why public policy should limit to 5%, or prohibit entirely,

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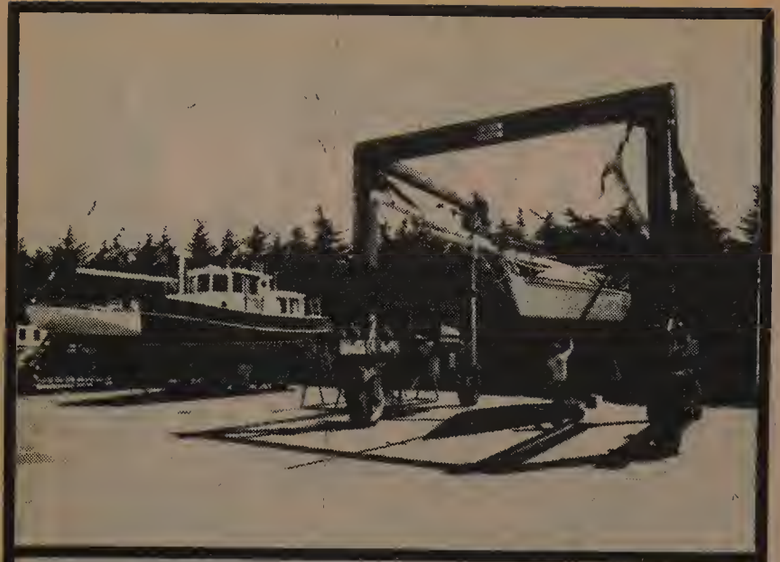
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"FAST" IN THE RIGHT DIRECTION

Have you talked with your sailmaker about vertical cut sails recently? We've talked to people who have and it seems that those sailmakers who don't like them don't know how to build them.

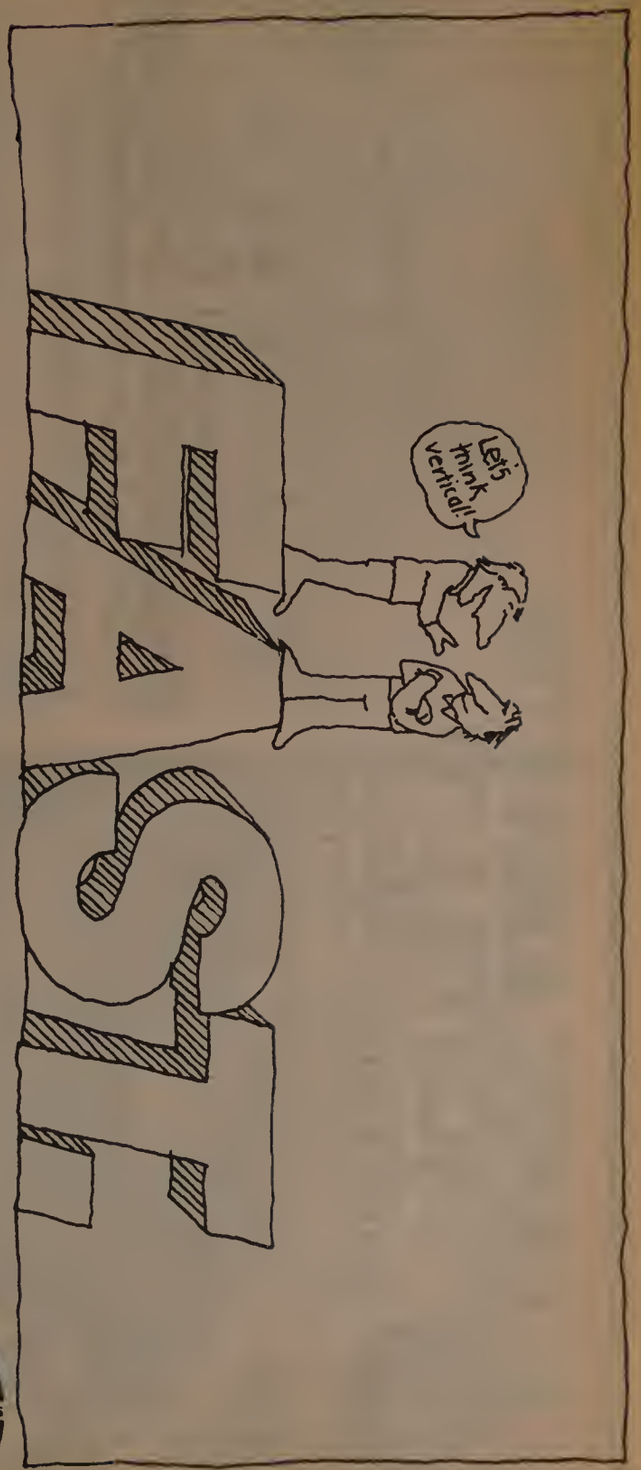
At North our LeechCut® sails are compiling an impressive list of victories worldwide. Among them are *Bullfrog*'s Frank Stone Cup victory in Division "A" (this follows her win at Long Beach Race Week), and *Irrational*'s victory in Division "B".

Compare the level of I.O.R. racing in San Francisco Bay to any in the world — there is none better!

In the PHRF "Boreas" Race the Santana 35 *Swell Dancer* carried her brand new Gamma II Tri-Radial to finish First in Class and First on Corrected Time as well.

Of special note is the Santa Cruz 50, *Octavia*'s Line Honors performance in the 1982 Swiftsure Race. Like *Bullfrog*, *Irrational*, and *Swell Dancer*, *Octavia*'s inventory is all North, built right here at our San Francisco Loft.

If you are serious — ***really serious*** — about your sailing performance, ***racing or cruising***, take the time to talk with us or maybe Dave Fenix, Jaren Leet, Jim Graham or Stewart Kett. But don't be caught going the wrong direction.



THE FASTEST SAILS IN THE WORLD ARE BUILT RIGHT HERE IN SAN FRANCISCO.

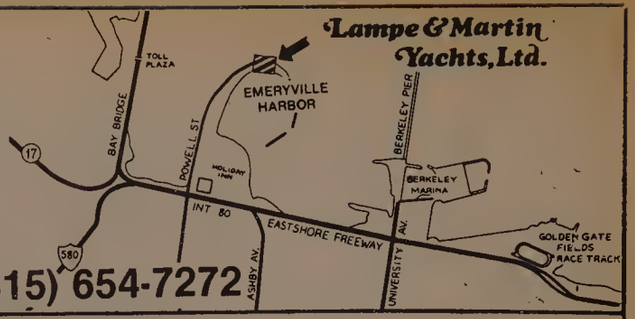
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Introductory Price — We Pay Freight, Bottom Paint, Commissioning!

LOA: 26'9" **LWL: 22'2"** **Ballast: 38%**
Beam: 9'6" **Disp.: 5,200** **Sail: 325□'**

STANDARD EQUIPMENT INCLUDES:

7 h.p. B.M.W. diesel auxiliary
Main with Jiffy Reefing
100% Lapper
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Teak & Holly sole
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Insulated ice box
Boom topping lift
Split back stay
Fire extinguisher



37' Banjer P.H. M.S. Built in Holland, radar, Loran, Perkins Diesel, owner says *bring offer!*



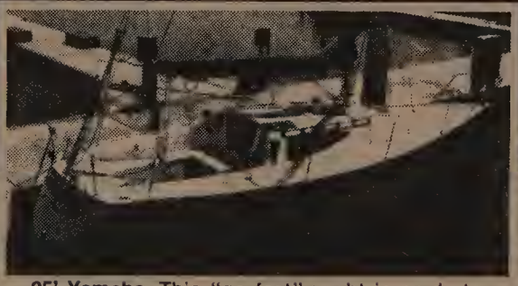
35' Yorktown. Aft cabin, dodger, autopilot, diesel, much more. 3-year veteran cruiser. **$50,000.**



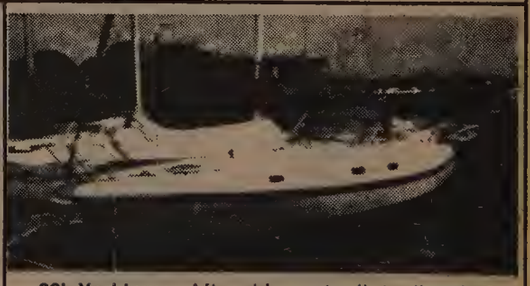
San Juan 24. One owner boat, complete and ready to enjoy. **$13,000.**



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25' Yamaha. This "go fast" yacht is ready to race or just enjoy. Very well-maintained. **Reduced! $19,500.**



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15'	O'Day & trlr.....	1982	$3,000
27'	Catalina.....	1981	27,000
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30'	Contest.....	1970	25,000
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31'	Contest.....	1972	54,000
32'	Westsail.....	1975	60,000
36'	Sycalla.....	1982	112,000
39'	Cal.....	1971	77,000
39'	Cal.....	1978	97,500
41'	Newport.....	1979	74,500
56'	Wood Cutter.....	1904	60,000



25' Kirby. Sails like a Moore with much more comfort & room. Come see this boat! **$17,500.**

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a traditional and perfectly rational use of boats.

At the next regular meeting of MLHB I'm going to ask that the 5% limit be set aside for a year. If, after a year, a limit on live-aboards appears to be necessary, it could be discussed and established on the basis of experience in the "real world". I'll bet that live-aboards here will stabilize at about 20%. And that would probably be true for most of the U.S., given the economic, esthetic, and logistical considerations of living aboard.

Does B.O.A.T. have a position on live-aboards? Does L38°N? Whatsay the readers?

Thanks for a lively and knowledgeable forum, and especially the poop on the boat-training of cats!

Gordon Strasenburgh
Morgana le Fay

Gordon — B.O.A.T. can't take a position on a concept as general as 'liveaboards'. But we can.

Having lived aboard for a number of years, we can say it's great. You save a lot of money because your home and primary recreation are one and the same, and you're building equity with it. And that's ignoring the fact that the living environment is the most satisfying part. Sure some folks wouldn't like it and would say there are all kinds of hardships and difficulties entailed. We say negligible baby, negligible. (Unless, of course, you have a baby, which is what drove us ashore).

Consequently, Gordon, if you can get a legal liveaboard berth at Moss Landing for a modest extra fee, we'd jump at it. And don't be surprised if those liveaboard rights don't make your boat worth more money if you decide it sell it sometime down the road.

Even though it doesn't to you, it makes plenty to sense to us to put some kind of limit on the number of legal liveaboards in any marina. People need space to live, and marinas weren't designed as full capacity housing projects. If 20% of the boats in our harbor were liveaboards with two or three people on each boat, it would be miserable. One of the nicest things about living aboard was there were so few people around; why the hell would you like to ruin a good spot like that by overcrowding?

Rather than pushing for an unlimited number of liveaboards from the start, we think it would be a better idea to start with something like 5 or 7% and have periodic reviews to see if the marinas can comfortably handle any more than that.

□WE ACCEPT CASH, CHECKS, AND GAS

I moved to Saudi Arabia and thought I could live without *Lat. 38*, but alas tis not so. Enclosed is my $15.00, and the California address of a friend who will forward same. We have a rather large fleet of Hobie Cats and windsurfers over here, but Government restrictions keep coming down that curtails any serious cruising. Look forward to returning someday to that great S.F. Bay.

John Fitzsimmons
Dhahran, Saudi Arabia

□WESTERBEKE PROBLEMS

Special thanks, for valuable assistance rendered, to "one of your staff", a Rick Sprinkler. He came to our rescue after the Westerbeke quit and towed our 36' ketch to a safe anchorage. All this took place on a sunny afternoon, June 8th, in the area of Locke, off Snodgrass Slough while we were cruising the delta aboard *Passage West*.

Later, in an attempt to show our appreciation, we suggested a cocktail or three, and Rick explained he worked for *Latitude 38* and was out here on a "fact-finding" mission. Well, whatever he was doing up there, was just fine. Apparently his wife and family didn't know where he was, and much later in the evening at Al the Wops, some generous young fellow stopped in to say he was just recently

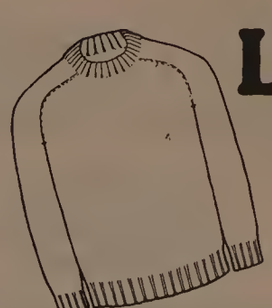
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Atlantis Trade In!!

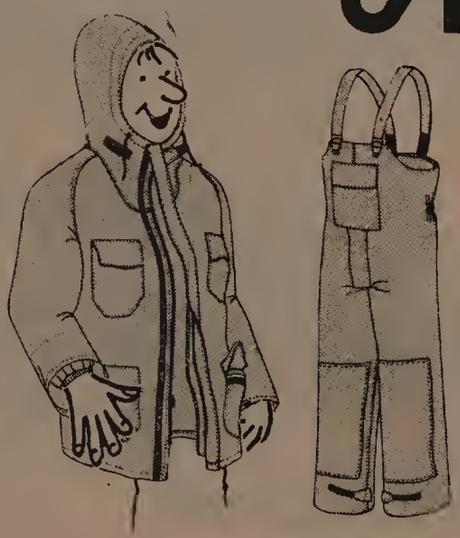
Get out of your old technology Atlantis and into a set of *Atlantis Competition Gear*

new



West Marine Products, in an exclusive arrangement with Atlantis, will credit you $75.00 on the trade in of any set of Atlantis Ultimate, Ultralight, or GTX Foul Weather Gear towards a set of *Competition Gear.*

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The Only Requirements Are

- The trade-in gear be less than 5 years old
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- One trade-in set for each Competition set purchased
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The *Atlantis Competition Suit* is light years ahead in keeping you dry and comfortable.

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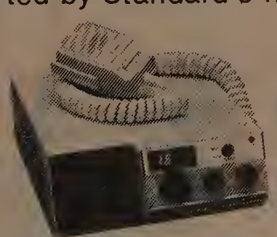
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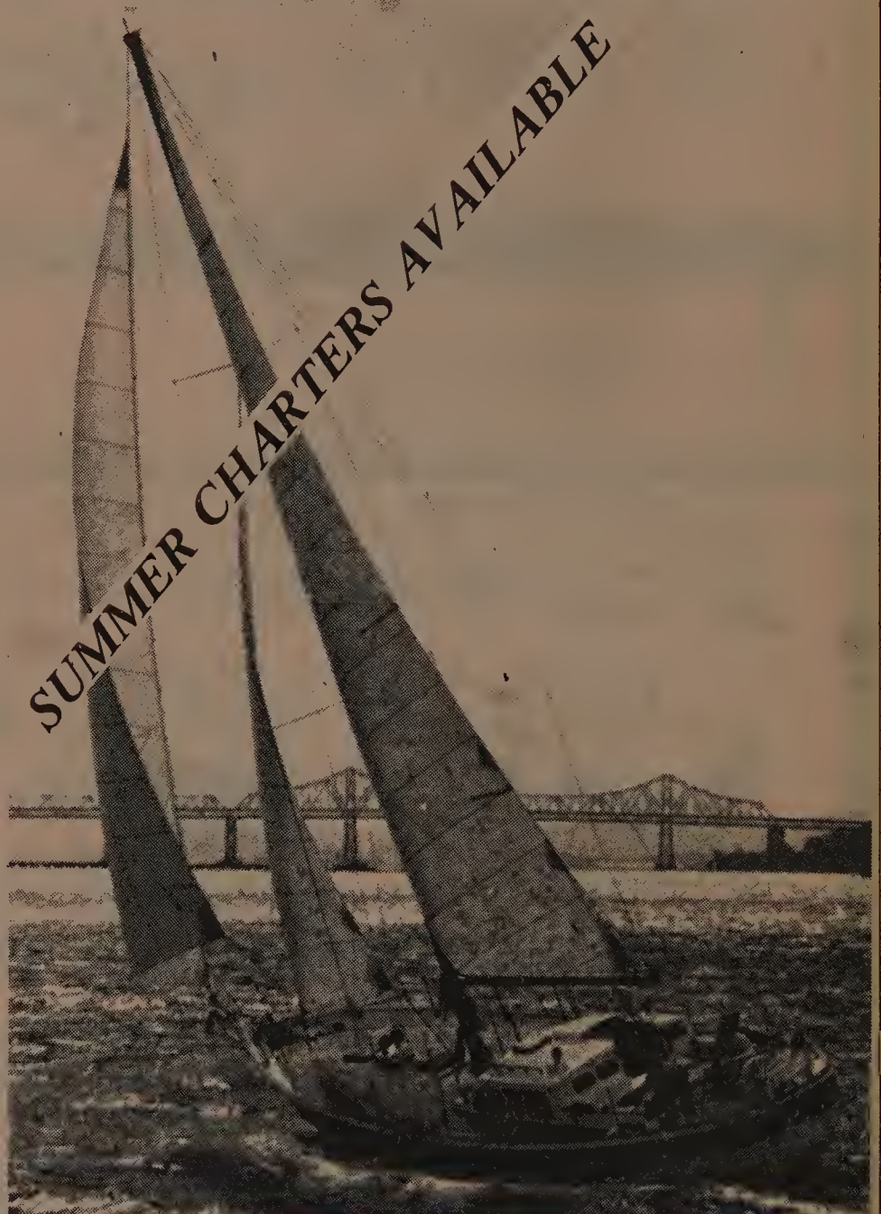
A pleasant, but certainly not mandatory, item would be the comfort a dual station pilot house affords for those a little less rugged than Christopher Columbus. We are happy to report that the Sea Star qualifies on all these important considerations.

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hired by the magazine, and had driven all the way out to Locke to collect his employer! The things one does to keep a job.

So, from Maren Lockridge and Pete Hoskins, thank you.

Pete Hoskins
Sausalito

Pete — Think nothing of it, the bill's in the mail.

□WHAT'S THE CLEANEST?

In the exchange library at our marina — the second cleanest marina in the world — there appeared amongst the glossy, high-class magazines on yachting this rag-tag, forlorn, newsprinty abomination that looked every bit like a singles newsletter or something.

Imagine our surprise when it turned out to be a magazine!

That was nothing compared to seeing what was inside, however. We have now confirmed that the crazies *are* in California, while we in this other paradise contend mainly with conversations on social security and medicare.

We find that we need your book for balance, and are enclosing our $15 which will hopefully put you over the top so you can afford at least a slick, full color cover with monthly photos of formally dressed couples sipping champagne on the foredeck of their double overhead cam, candy apple flake Stingray Deep V.

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Tom Mason
Dockmaster
Indiantown, Florida

Important P.S.: You could do us a great favor if you happen to know what happened to the molds for the Yankee 30, constructed in Santa Ana. We have one damaged by fire, the hull is fine and we'd love to buy a new topside rather than go through extensive repair on cabin and deck. Any ideas?

Tom — No idea on Yankee 30 molds, but maybe one of our readers can help out.

□OBFUSCATING THE TRUTH

Saw your latest issue, Volume 61, July 1982. As usual, think you're doing a fine job. A service to many — but once in a while, the facts aren't straight.

Thought I'd send you some light-hearted reading and one of our Horstman Tri-Star Trimaran brochures. The more you know your designers or naval architects, the more interesting certain stories become.

Anyway - Enjoy!

Tri-Star's Girl Friday,
Kathie
Venice, California

Kathie, Tri-Star's Girl Friday — Like baseball players everywhere, we're glad to bat over .300. We rely on you experts to keep our facts straight.

□SETTING THE J.B. EXPRESS STRAIGHT

Re: *Volume 58, Sightings;* and *Volume 60, Letters.*

The questions raised by Jack Butefish concerning our handling of the *J.B. Express* during the ill-fated delivery last February are certainly extensive. I am having trouble answering some of them without appearing to be as indignant as an aroused badger. Perhaps it is sufficient for me to say that Chuck and I look to such concerns of basic seamanship as filling the gas tank and the adjustment of running rigging as a matter of course.

As the catalogue of problems grows in length it may seem that the

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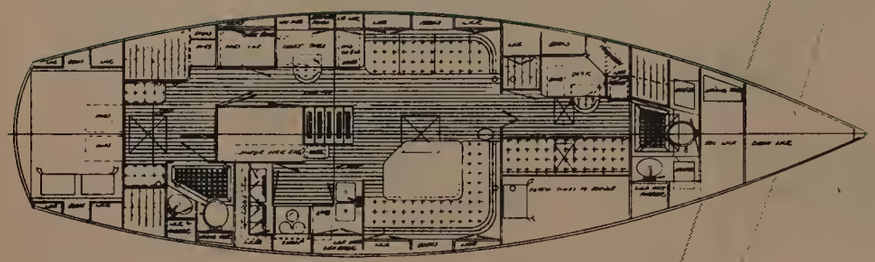


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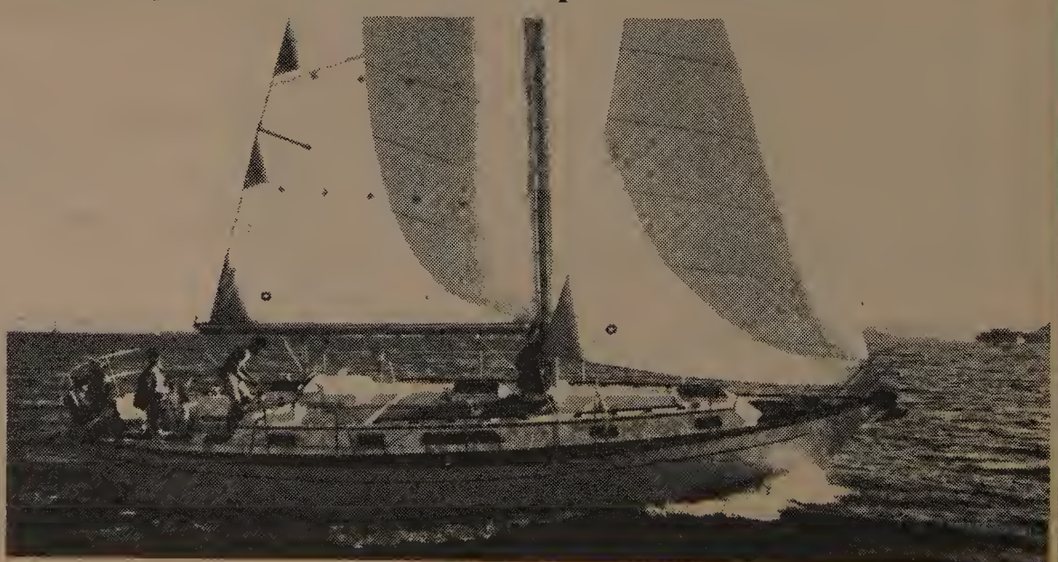
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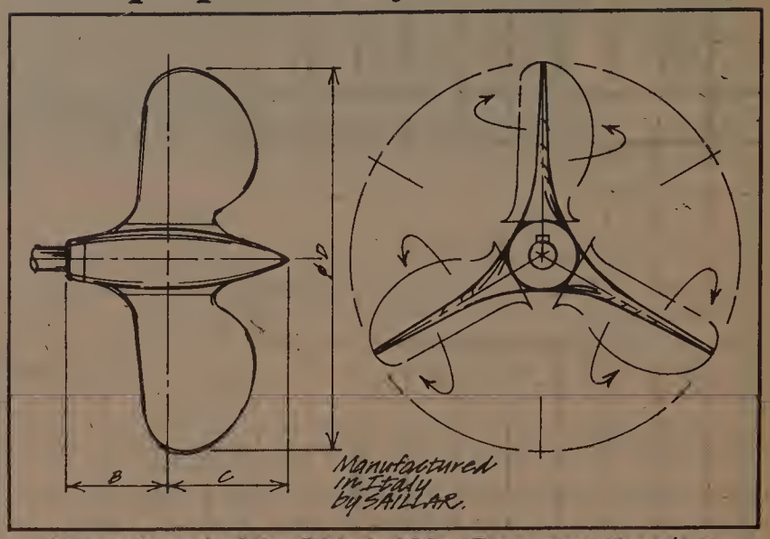
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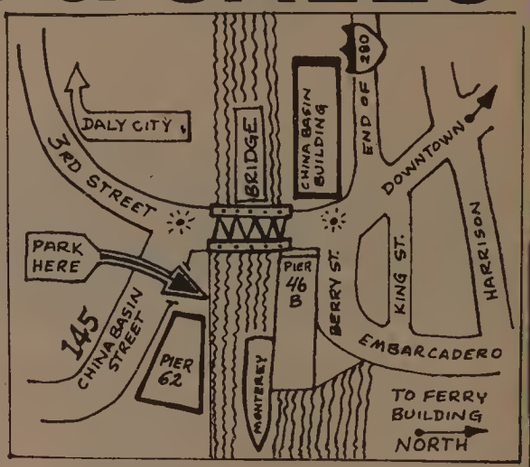
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boat was falling apart. This was not at all the case. The difficulties were, rather, indicative of the sea conditions that may be encountered off Point Conception and along the Northern California coast at that time of year. While I will not dwell on this point; it should be understood that the conditions were of a nature unlikely to be experienced in the bay or further to the south.

The problems which led to the loss of the electrical system and the engine were of themselves trifling. The failures were caused by faults not likely to be discovered by any survey less probing and detailed than the one conducted by the sea. The ultimate cause of the electrical anomalies was eventually found to have been an internal battery short that was either created or aggravated by the rough handling the vessel received from the ocean. The engine failure was occassioned by the fracture of an exhaust manifold to flexible hose fitting. My (more than cursory) inspection prior to our departure had suggested a minor problem in this area. Unfortunately, I no more troubled to remove the several layers of asbestos wrappings for a more thorough investigation than had previous surveyors.

The complications of these events were such that we found ourselves in the familiar loop: no juice—no engine; no engine—no juice. Our unsuccessful efforts to break this loop were of the sort that might occur to anyone accustomed to such situations and need not be enumerated.

With no engine, no electrics and an already torn and suspect mainsail things were beginning to stack up a little bit. I made my grievous error in the conduct of the passage by choosing to continue toward Monterey rather than break the voyage by putting in at Morro Bay, which was at hand, for repairs. Had I anticipated the regrettable turn the weather was to take or the problem we were to have with the head sails I, obviously, would have chosen a more prudent course of action.

Jack comments that the Hood Gemini gave him no trouble when he was running in an apparent wind of sixty knots. I can only report that I could not keep a sail in either track while on a wind of approximately the same force. That, in the two years between our experiences, the equipment had had considerable use may in some measure account for this difference of result. I suggest that owners who are so equipped provide themselves with a strong storm jib that can be hanked on around the foil as a protection against this contingency.

My interest in keeping the *Express* "moving and on her feet" led me into leaving the double-reefed mainsail up until it blew out. This was by no means a bad sail and was, in fact, triple stitiched. The failures occurred in the leech tabling; that having given up, a seam would go. In lesser winds it would not have given a moment's trouble. To anticipate the question let me say that the sail was being kept under control, that proper preventers were rigged and that the vang was in use. The boat stood up to the sail area well but yet another line of reef points would have been of some use.

The *Express*, now unhampered, took up a position with her head some thirty degrees off the wave train and rode on the waves as happily as a duck. I had not yet given up the notion of reaching Monterey and as our position and drift were such that we had no land to fear; I decided to leave matters as they were and to lie ahull for awhile. We lay ahull successfully and comfortably for fourteen hours. The practice has much to recommend it in so far as reducing the strain on a vessel and allowing the crew some respite. In the future I will abandon the tactic directly when the waves begin to break, indeed, in retrospect, I will run off the moment they begin to look as if they are thinking about breaking. In our case the first two that broke were the ones that caused the grief.

I agree that the remark in the original article to the effect that the turnbuckles were "flopping on the deck" at this time might have given anyone pause. I, myself, did not see any such thing. We may have misspoken or the statement may have been the result of a mis-

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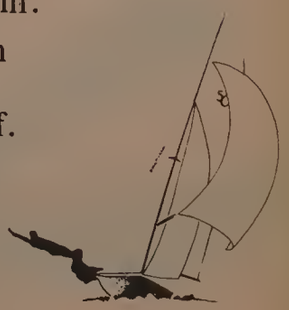
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And, because reproduction media supplied by the naval observatory is used, the data will appear in the same familiar format—even the page numbers will be the same.

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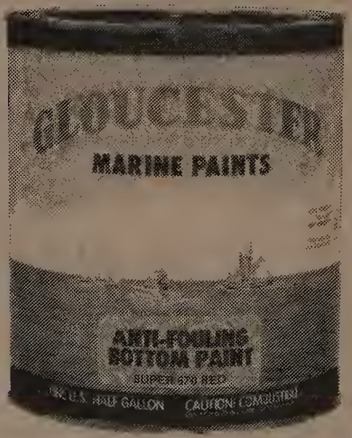
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understanding between the interviewer and ourselves as to the sequence of events. In describing the situation after the knockdown such a remark would, certainly, have been germane. To have made any attempt to adjust or augment the standing rigging would have been the most extreme of follies. Even to avert a certain dismasting I could not have allowed anyone out of the cockpit under the conditions that were then existing.

The knockdown was not your typical one. Evidently the wave broke directly underneath the *Express* and somehow caused her to fall backward toward the weather. She was lying on the back of the wave with the stick in the water and was just beginning to right herself when the next wave broke on top of us. The hatchboards had flown out when she went over and the effect of this second wave was chaotic. Anyone who could have seen the disarray below would not wonder at the failure of the bilge pump.

After she stood up we found that the mast was buckled and was leaning off to port at about twenty degrees. The force of the wave may be appreciated by considering that the starboard upper's rigging pin had failed and was gone. Subsequent inspection revealed that the mast had been broken several feet above the boom in an area where cutouts for the exit of the internal halyards had been made. These cutouts were symmetrically opposed, one on each side, also on each side holes had been drilled to facilitate the mounting of cleats and fairleads. Whatever the wisdom of such practices may be I doubt that anything less stout than a telephone pole would not have broken somewhere in that knockdown. Had this particular mast not broken where it did it would have failed elsewhere and questions of this nature, of mast section, of rigging or etc., are actually quite beside the point.

At this time we put the *Express* before the wind and as conditions on the deck and the darkness made any work on the rigging impossible we passed the time by bailing. We ran off for two days, contrived a jury rig when it became feasible to do deck work and having lost all our north put back to Santa Barbara. The wind completed our humiliation by becalming us within sight of the harbor, and we were towed the last four miles.

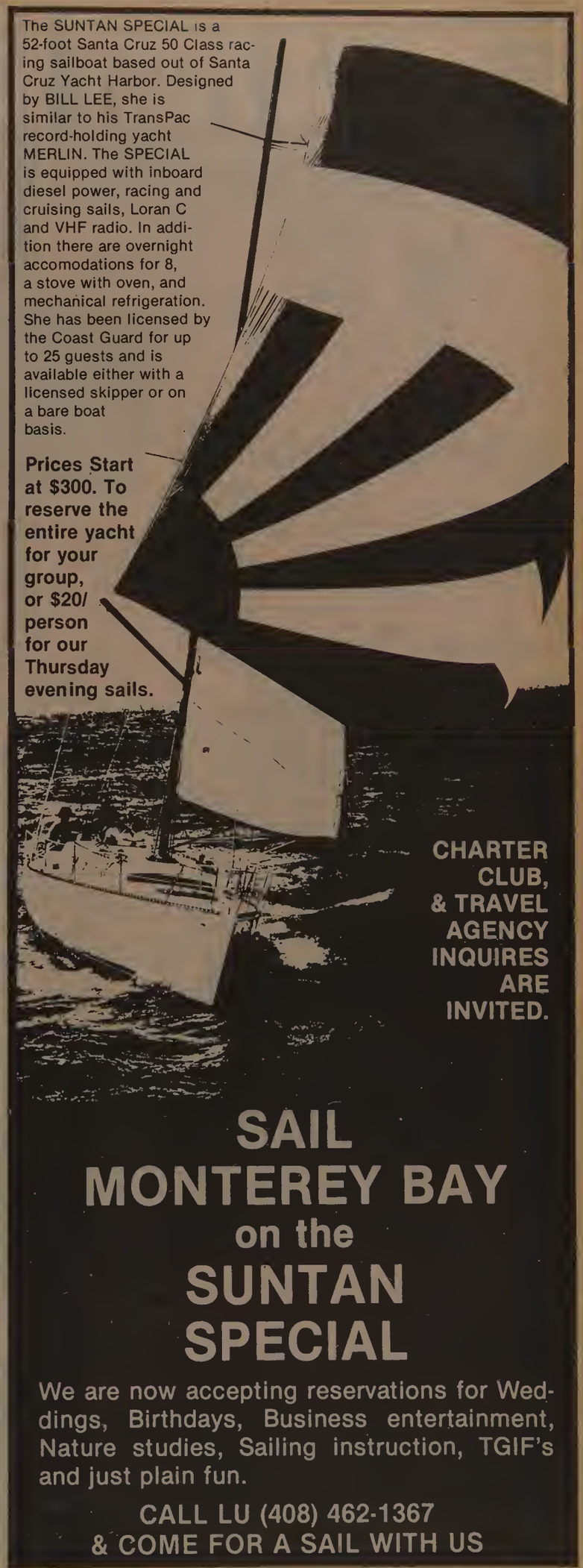
My decision to stand off as opposed to making a run for Monterey harbor is clearly open to question. At the time I felt that to stand off was the more conservative tactic; and it may well have been, for had the boat become unmanageable much nearer the land the result might have been more disastrous yet.

I would like to join Jack in his endorsement of the Islander 36 as an excellent boat and to point out that the problems we experienced were generic rather than specific. I reserve my admiration of the craft only in the matter of the hatch which I consider to be dangerous in the extreme.

Skip Wright
San Pablo, Ca.

☐SKEPTICAL

I think I will be very skeptical of any future complaints from lady crew objecting to sexual advances. They do not speak for the majority. I have done considerable cruising but my choice of companions have not been comfortable at sea. So for my next cruise to the So. Pacific, I decided to choose my crew on the basis of their desire to cruise and not on my hormones. I put an ad in this paper (June) for platonic lady crew without any parameters as to age, weight, experience or Bikini-ability. I received one reply. I then placed an ad in the So. Cal. National Singles Register for companions to go day sailing and for weekends to Catalina with all that implies. I've received 42 replies, and they are still trickling in. Of course, some of them are more interested in the Sea of Matrimony than the Pacific Ocean, but some are very positive prospects. I hope to take one of these with me when I leave in November. That is, of course, if I'm physically able to



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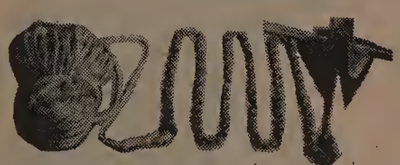


	REG	SALE
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Automatic	$3995	**$3595**

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WORLD WIDE & ALL WEATHER CAPABILITY. •**Sat Pak:** complete system with compass & accessories. •**Power:** lowest power system available — 1/2 amp at 12VDC. •**Antenna:** smallest & lightest available. •**Performance:** full navigation capability in compact unit. •**Waypoints:** 9 waypoints with course & distance (both Rhumbline & Great Circle) displayed. •**Easy Operation:** total self-training accomplished in less than 5 minutes. •**Construction:** aluminum enclosure with military type conncectors. •**Reliability:** 2 years mean-time-between-failure/certified environmental testing to MIL-E-16400G.

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1) **5-lb. Anchor** 100' of 3/8" nylon line, 10' ¼" chain, shackles, thimble — List: $80 — **SALE $49.95**

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3) **13-lb. Anchor** 200' ½" nylon line, 12' of 5/16" chain, shackles, thimble — List: $200 — **SALE $119.95**

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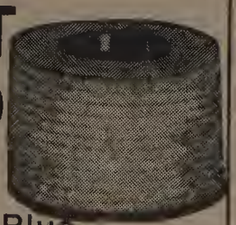
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Size	List	50'-200'	200'-600'	600'-+
3/16	.21/ft.	.13/ft.	.12/ft.	.11/ft.
1/4	.32/ft.	.19/ft.	.18/ft.	.16/ft.
5/16	.43/ft.	.25/ft.	.23/ft.	.20/ft.
3/8	.57/ft.	.32/ft.	.29/ft.	.25/ft.
7/16	.74/ft.	.43/ft.	.37/ft.	.32/ft.
1/2	.94/ft.	.54/ft.	.46/ft.	.42/ft.

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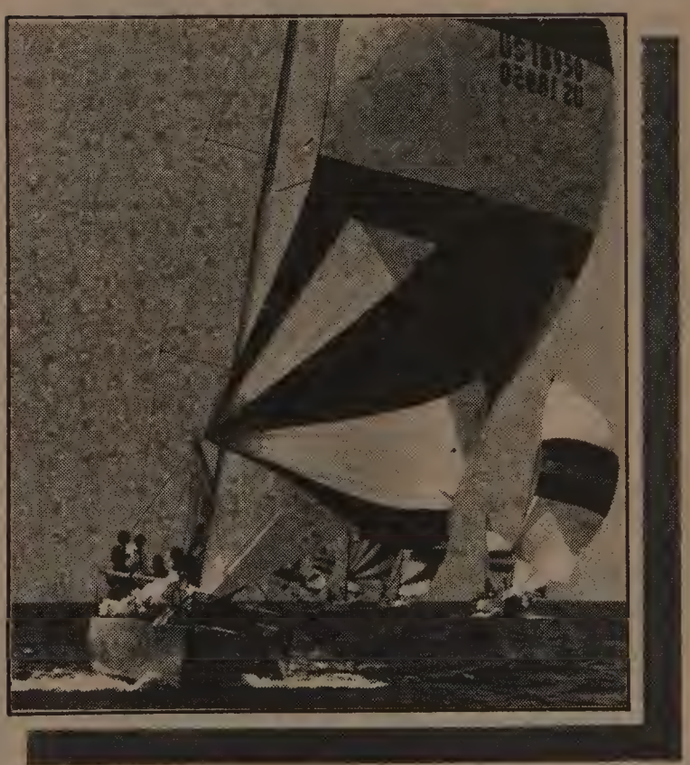
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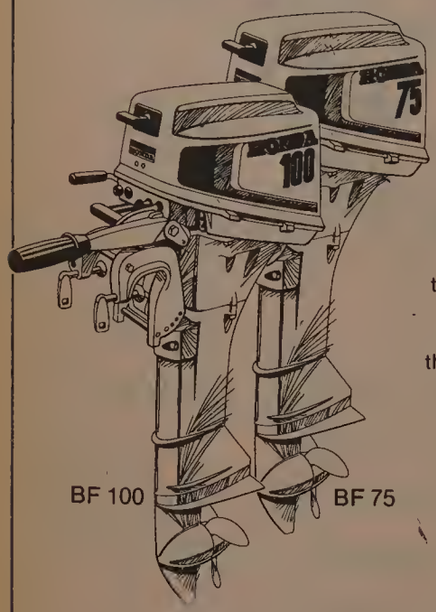
Second place winner, Monroe Wingate's "Scarlett O'Hara".

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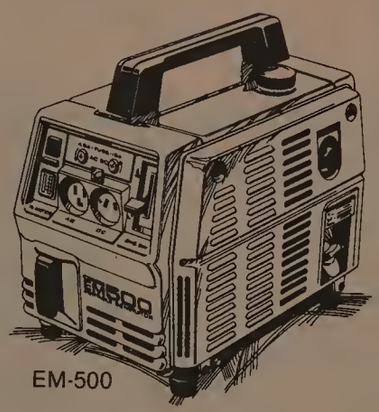
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The Honda EM-500 portable generator can keep you going when the power is out. They're easy-to-start. Rugged. Reliable. And economical.

They're extremely compact and lightweight. Great for battery charging and camping, too. A life saver when you're powerless.

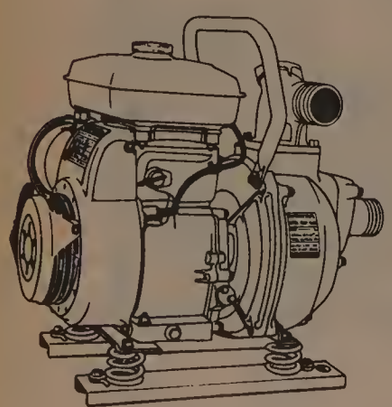
Honda has a full line of generators from 500 to 4500 watts.

Reg. $395.00
SALE: $329.00



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Honda self-priming water pumps are valuable friends in emergencies like floods and fire. A 4-stroke Honda engine makes them rugged, dependable, quiet and economical. There's a 2" pump, and for really big jobs, a 3" pump with a 290 gallon-per-minute capacity.

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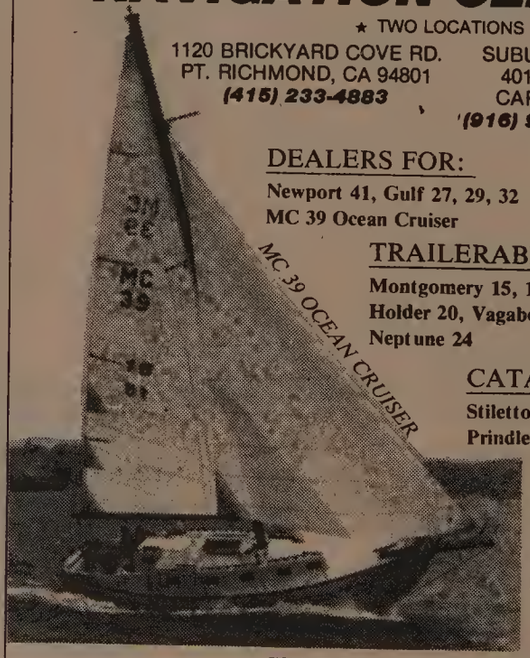
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*includes trailer

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LETTERS

travel.

Ernie Copp
Orient Star
Long Beach

□HELPING HANS – AND KARL

When I went to Scanmar Marine in Sausalito for help on self-steering for the single-handed Transpac, I not only got good advice, and a good product (the Monitor), but Hans took one of his days off to help me install it. The charge: $0. Later Karl went sailing with me to make sure I was getting the most out of the vane (I wasn't). The charge: $0.

Then a few hours before the start of the race, I was loading food and last minute items when I looked back at the vane and discoverd to my horror that someone in the marina must have collided with the vane as it was hopelessly damaged and beyond my ability to repair.

Although it was again one of their days off, Karl and the designer of the vane cancelled their other plans and drove over to my boat. Then they essentially rebuilt the vane, replacing expensive bearings and gears which had been damaged. Again, they would accept no payment.

Without their help I would never have been able to start the race, and I will never be able to thank them enough. Other racers here in Hanalei were unanimous also in their praise for Scanmar Marine. Any of your readers interested in self-steering gear really should do themselves a favor and give Hans and Karl a call.

Peter Brown
Gold Rush
Hanalei Bay, Kauai

□THE REMARKABLE COINCIDENCES OF CRUISING

When I wrote to you from La Paz about my non-productive efforts to find female crew through your April crew list, I was unaware of the existence of Lydia and Gus and their boat *Kuchi*. Yesterday when Carol Hurd (in Iapetus, read to me over the VHF radio your reply in the July issue), *Kuchi* was anchored 150 yards away, and I had just finished cooking and eating a fillet of fish that Lydia had given me for my lunch. Such are the remarkable coincidences of cruising. You will be interested to know that Gus and Lydia finished their boat and are enjoying it, the cruising life, and one another. They plan to leave Puerto Escondido ere long and visit with friends and relatives in Mazatlan. As I write this, they will just have read about themselves in *Latitude 38*.

Were it not for the fact that Gus and Lydia are real people, and what you said about them actually happened, I might have thought that your suggesting I find crew in Costa Rica was a spoof. But you are serious and what you say is a sad comment on the decline of the spirit of adventure in American women in their middle years. What happened to the kind of women who dared to strike around Cape Horn or across the Plains to the West? Has life in the U.S. softened and de-spirited them? Or is it simply a problem of communication; are there many women in the U.S., specifically California, who long for some sort of adventure like cruising but do not know that it exists or how to go about finding a crew position? I know that there are some women who are sharing and enjoying this adventurous and sometimes demanding life because I meet them almost daily. I know, too, that they are heavily outnumbered by men and that each one of them is a very valued person. Those circumstances are what makes it so tough for the outnumbering men.

One of the options I have been considering now is that of going to Costa Rica after summering in the Sea of Cortez, and I shall now be keeping your suggestion in mind. I have not, however, given up the idea of finding in the U.S. the special kind of crewperson I need, as

Pacific Marine Supply

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GOING SOUTH?

HEY CRUISERS!! Mark your social calendar. **Saturday, October 30, 1982, 5:00 p.m.** It's time for our Annual PMS Cruiser's Kickoff Party for all boats going cruising. Make your plans to be in San Diego by that time to meet lots of other folks going south, compare notes, make new friends, etc. All the munchies, drinks, etc. furnished by PMS with no obligations. We do hope you will remember us for any of your cruising needs. As usual, our '66 Ford Pickup "White Lightnin" (still running) will be available for trips to Consulate, provisioning, etc. Have your mail sent to our address where we will put it in our cruising mailbox for you.

Feel free to call us in advance if you have any questions about SD or any questions regarding cruising equipment, re: to auto pilot or not to autopilot. We do have a staff of experienced offshore cruising folks working with us and pride ourselves upon giving knowledgeable advice as to what equipment is needed and – just as important – *not* needed. We have available for you in the store our Cruising Guide which we feel will be helpful to you.

We monitor the Manana Net on the Ham Radio 14340 daily at 1900 Zulu.

When you get to SD swing by PMS even if you don't need anything, have coffee with us – we'll direct you to the laundromat, Consulate, etc.

If possible bring a picture of your boat and crew to make a page for our cruiser's scrapbook.

Happy Sailing – See you October 30th. *Steve & Tommie*

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25' Cal 2-25, '79, diesel, S.C. sublet avail.	offer
26' San Juan 7.7, near new, well equipped	20,000
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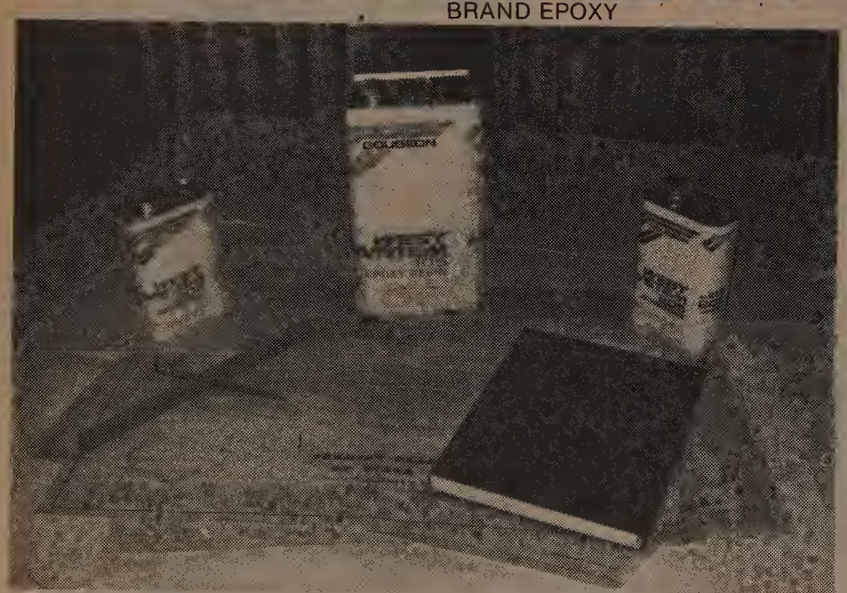
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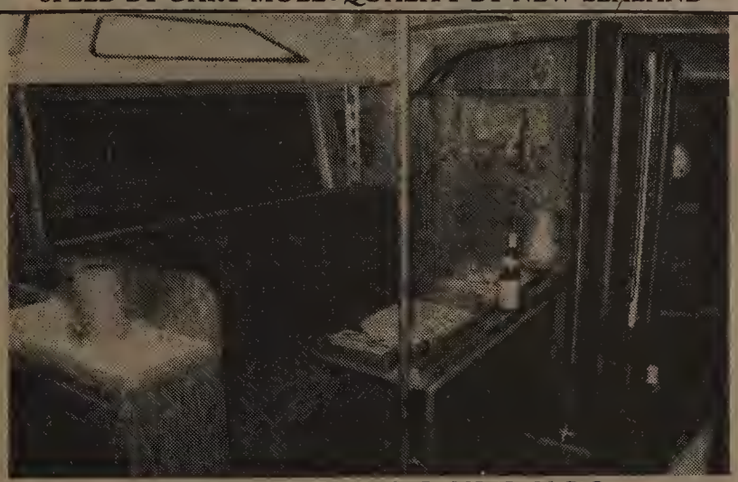
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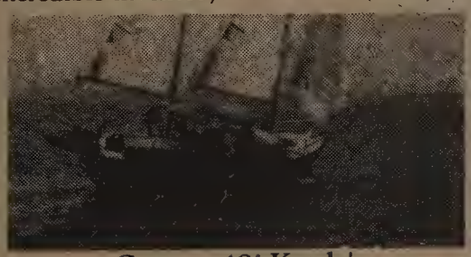
64′ Sparkman & Stephens
Built by Plym, she is an absolute masterpiece. Bristol condition and comes with an incredible inventory. $285,000



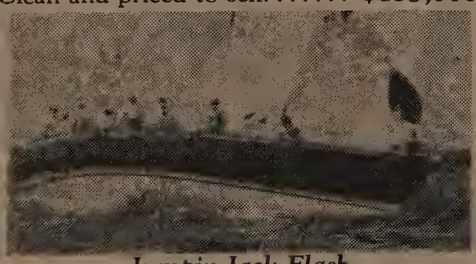
42′ Westsail†
Loaded with gear including sat. nav., radar, autopilot, and SSB. Step aboard and leave. Clean and priced to sell. $135,000



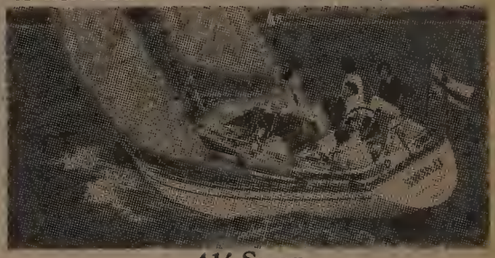
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58′ Phillip Spaulding design. Constructed in 1956 to very high standards. Many passages to her credit. $175,000



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52′ Laurie Davidson. A speed machine with better windward abilities than a Santa Cruz 50. Nice interior. $230,000



41′ Swan
1976 Sparkman & Stephens design. Well equipped and maintained with owner financing available. Sistership. . $167,000

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22′ Falmouth Cutter†, 1981, Lyle Hess design. $39,900
24′ Cutter, *Seraffyn of Victoria*†. Bristol. $39,900
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28′ Bristol Channel Cutter. Beautiful Hess design. . $64,900
31′ Piver Trimaran, cruise equipped. $16,500
31′ Dolphin Sloop†, sistership to *Cohoe*, clean. $28,000
31′ Independence Cutter. 1978, well maintained.... $45,000
32′ Westsail†, 1975, very well equipped. $59,900
32′ Westsail, 1978, priced to sell. $53,000
35′ Fantasia Cutter†. $85,000
41′ Cheoy Lee Offshore†, assume low interest loan.. $84,900
41′ Morgan Sloop, loaded. $89,900
41′ Islander Trader Ketch, 1978. ..... Offers
41′ CT. Well equipped with financing available. $72,500
43′ Swan. Clean, well equipped, and priced to sell.. $150,000
43′ Columbia†, bristol with new engine. $90,000
43′ Westsail, the prettiest 43′ we have ever seen. .. $165,000
45′ Freedom Ketch, solid blue water boat. $135,000
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64′ Hargrave Sportfisher, Camper & Nicholson. . $450,000
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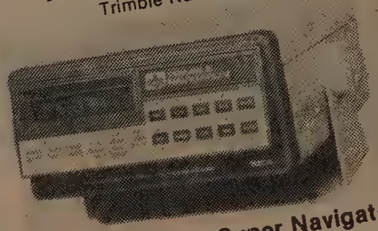
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LETTERS

the 'classy classified' in this issue attests.

Your unpaid agents seem to work very efficiently. To my personal knowledge four copies of each of the May and June issues were distributed in La Paz and a similar number of the July issues recently arrived in Puerto Escondido. All were taken up quickly and are passed around a lot.

Burwell Taylor
Skipper, Yacht *Vingilot*
Puerto Escondido, Baja

Burwell — We hope your Classy Classifieds bring better luck this time, but if they don't keep Costa Rica in mind. We've yet to hear of anyone who sailed there who didn't think it was paradise. The letter from the schooner Coaster *from Santa Cruz in this month's* Changes in Latitudes *will verify that.*

We don't know if Gus and Lydia remember us, as we only saw them one evening. It was on Kuchi *in the harbor at Mazatlan, we were with Max and Vera from* Maverick, *Lydia made us a sensational Mexican meal, and Gus showed us slides of their travels, both sailing and in Europe. Terrific people, aren't they?*

☐TWO TIPS FROM ME TOO

Thanks for a great magazine.

Let me relate two good experiences I've had. One is in the Meadows area of the Delta. The Walnut Grove Marina on the North Mokelumme is very receptive to sailboats. If you are up in that area and want to leave your boat and come home for a few days, the Walnut Grove Marina will go out of their way to accommodate.

The second experience is in keeping with Sue Rowley's mini cruises. Sail to Berkeley; take the bus at the end of University Avenue up to the Telegraph area. Walk down Telegraph Avenue to 2801. There you will find a country style Italian restaurant called Trattoria. Have yourself the most marvelous dining experience of your life. The food's so good I guarantee you'll have the same experience even if you go by car!

John Walsh
Aurora

P.S. The $ is for my conscience, not a subscription.

☐NOT LIVING ABOARD

On July 8th, I hand delivered copies of the enclosed letter to the proper authorities at Alameda City Hall. I thought I was doing something. By the laws of physics regarding action and reaction, I have done nothing. Still, there may be a number of your readers who would appreciate being forewarned of the fact that there is another crazy out there tilting at windmills.

Chief Building Inspector
City Hall
Alameda
Dear Sir:

This letter is to bring to your attention the fact that Alameda Yacht Harbor, Ballena Bay Yacht Harbor, and Alameda Marina are charging certain berthers a "liveaboard premium".

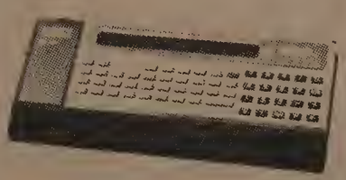
In doing so they are in violation of Chapter 5, Article 2, #10-521 of Alameda City Code. In addition to violating the law, this practice is misleading to the boating public in that it suggests that it is legal to live aboard a boat.

I ask that your office discharge its duty and effect the discon-tinuance of illegal discriminatory berth rents which purport to grant "authorized liveaboard rights".

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"Watch your course or the compass, not me. I'll warn you of shallow water or significant changes in the depth, otherwise I'm quiet so you can hear fog-horns or bell-buoys. Follow depth contours with ease (not eyes)!"

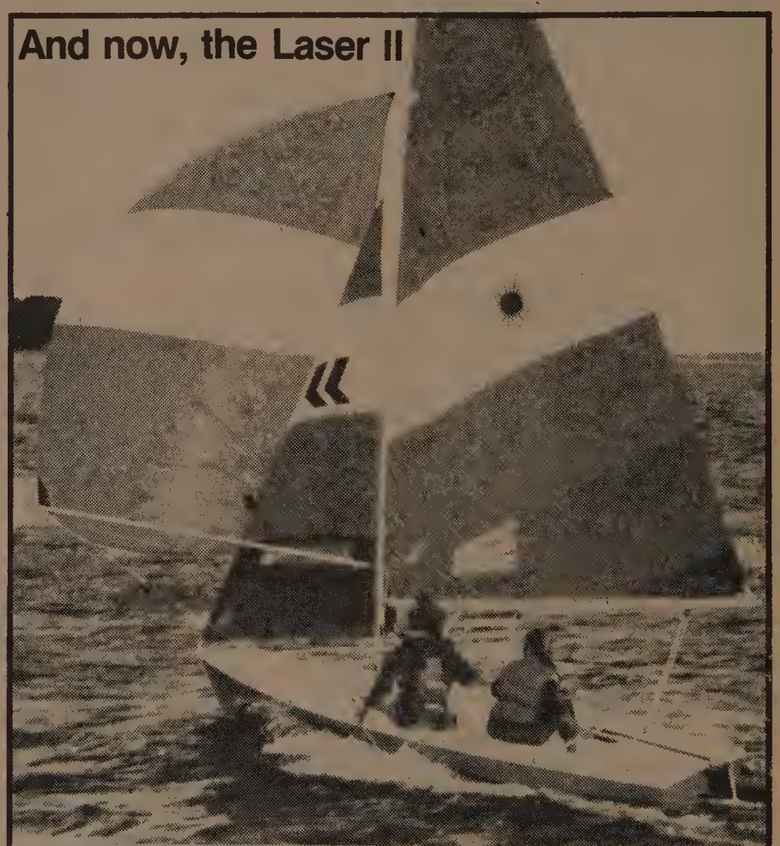
RACERS: "Short tacking along a shore?"
"Use your crew to manage the boat, not baby-sit me. I'll watch the depth and talk you in toward the beach as far as you've got the guts to go. You can concentrate on sails and tactics while I keep an eye on the depth!"

SLEEPERS: "Worried about dragging anchor?"
"Sleep soundly knowing I'm constantly watching the depth. If you get too shallow or too deep, you can be sure I'll tell you about it. I'm smart enought not to give a false alarm when a fish swims by!"

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LETTERS

Please copy me privately with any and all correspondence relating to the disposition of this matter.

Sincerely,
John P. Schubert

I berth a boat at Alameda Yacht Harbor. Early in June, word filtered down to me that "my number was up" and that I would be receiving a summons into the presence of our august Harbor Master. I was warned that if I tried to deny the fact that I spend an inordinate amount of time aboard my boat I would be evicted. My lease with Alameda Yacht Harbor states that boats are not to be used as either temporary or permanent residence. If, on the other hand, I meekly admitted to an illegal liveaboard status and agreed to *pay* a fee to cover the "extra utilities and services" I used as an illegal, I would be allowed to stay.

This sounded like a situation bordering on extortion to me, and after determining at City Hall that it is indeed unlawful for any person, company, or corporation to use a "house-boat" or "ark" for the purposes of a dwelling or place of abode, or cause or permit the same to be so used, I took the facts as I perceived them to the Alameda District Attorney to determine how the law might view this whole situation. The D.A. told me that in his opinion I was overreacting, that this was a civil matter and not under his jurisdiction, but that indeed I was on to something and ought to pursue the matter through the office of the City Attorney and Building and Health Inspector who by decree are responsible for the enforcement of laws regarding "Particular Structures". That's right, folks, it's boats, barns and stables. How many of you boatowners knew that you were the proud owners of "particular structures"? And while I'm digressing, for you pet owners, if a Building or Health Inspector ever asks you if you are living aboard your boat, do not try to tell him that you just came down to your boat to visit with this cute little kitty who just happened to set up Rat Control Headquarters on your boat. It matters not that that cat has been on official duty day and night keeping the rat problem under control. *Illegal*. Any animals or fowl found living aboard a boat will be taken before the Alameda City Council and declared a public nuisance. That cat is also guilty of misdemeanoring. Shame! Shame! Just when you got his kitty box plumbed into your holding tank . . .

There may be a few readers out there who if you have bourne with me thus far are starting to wonder: "Hey, what's this guy's beef? Why doesn't he grow up and face the facts. Everybody knows it's illegal to live aboard a boat, but the marinas allow a certain number of liveaboards for security, and if the liveaboards are there all the time it is only fair that they pay extra for the utilities and services they use. So why is this crazy rocking the boat". Right?

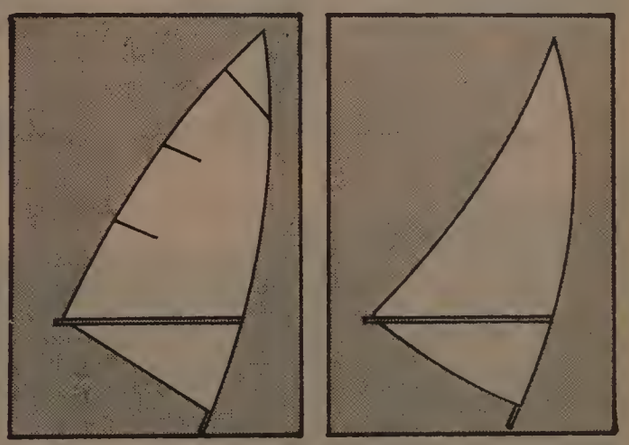
Let's examine a few facts. The sum of money demanded of me to secure my authorized liveaboard status was $3.00 per foot of boat length in addition to my normal exorbitant berth rent. I started checking around and found other "authorized" were being charged anywhere from $2.50 to $4.00 per foot extra. Same Harbor. Alameda Marina's published liveaboard rate is an additional $2.70 per foot and Ballena Bay's is $4.00. I can only assume that if these latter two marinas are up front enough to publish their rates and freely discuss them over the phone than they are at least honest enough in demanding their illegal monies to charge those they are duping uniformly.

What about the fact that we are individually responsible for the services and utilities we use. If I were again to place myself in a liveaboard status, I think I would have to demand that I be allowed to be fully accountable for any utilities used by me which might in any reasonable manner be measured or metered out. To ask any of my non-liveaboard boating friends to help shoulder the financial burden of my utility expenses would be unconscionable. Never mind the security protection I provide to their most valued possessions, that's

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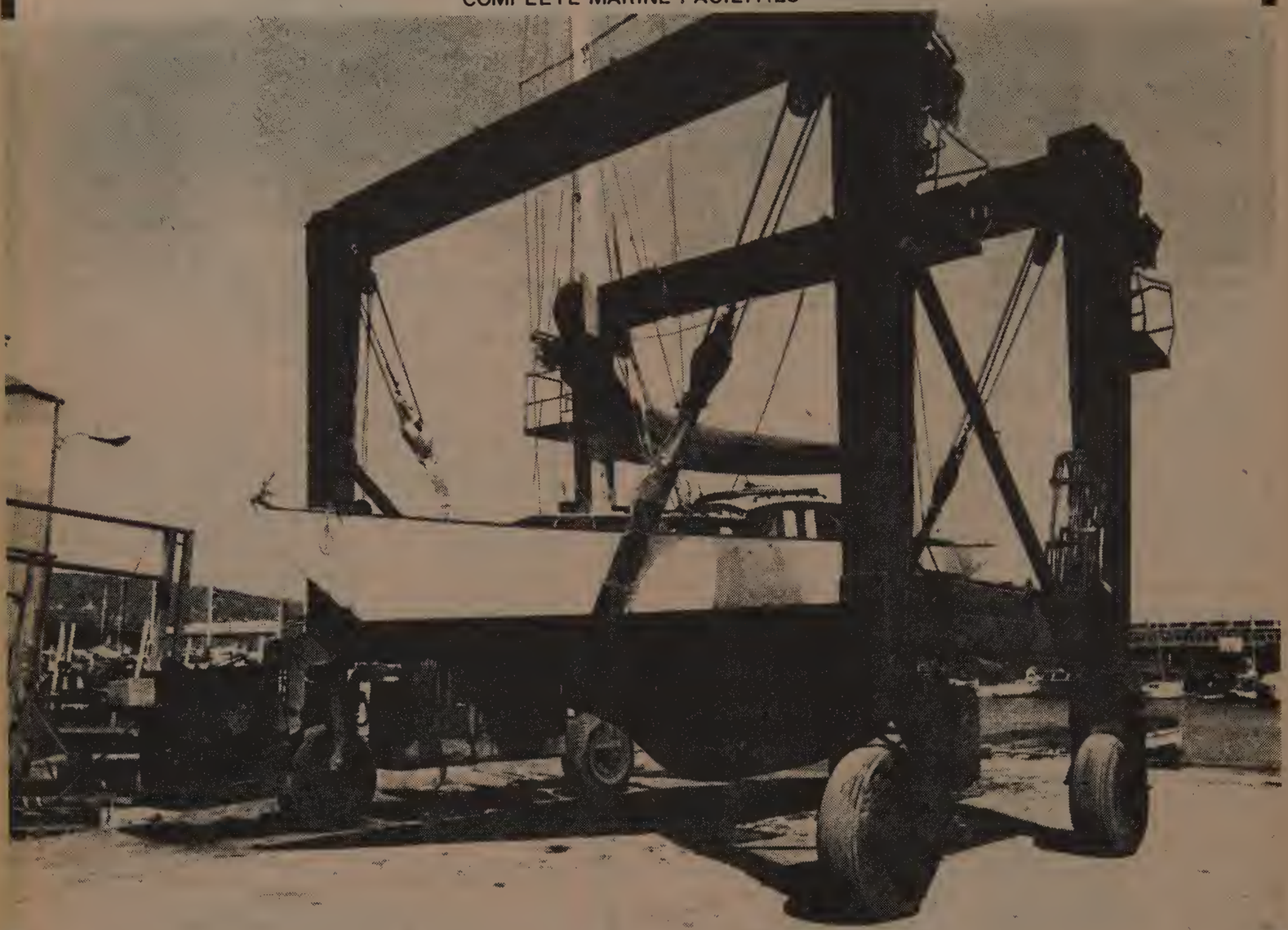
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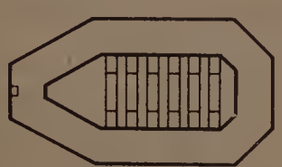
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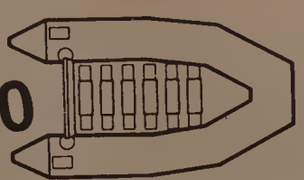


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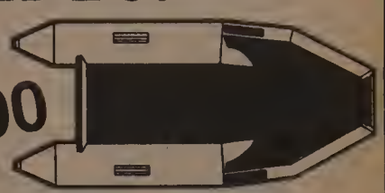


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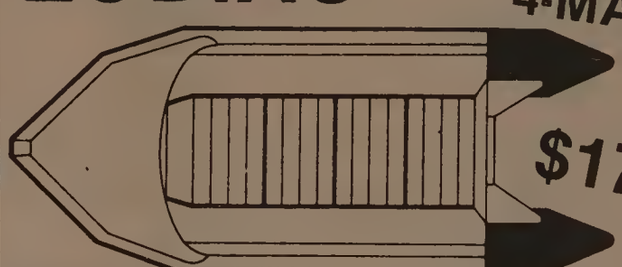


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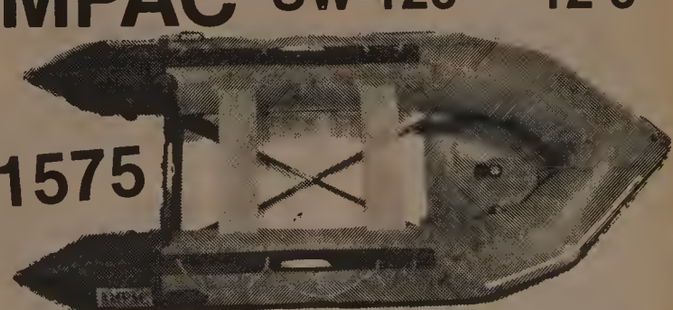


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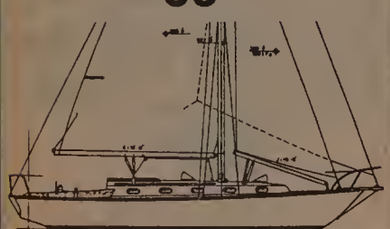
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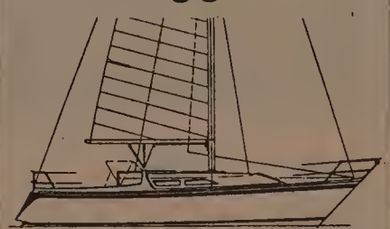
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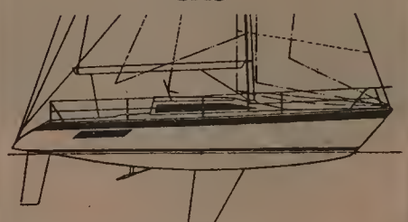
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VISA

master charge

my free will offering. But now that I think about it, my lease with Alameda Yacht Harbor requires that metered electrical outlets be used for heaters or other continuous duty appliances, so who's using what for electricity should not be an issue except for the fact that Alameda Yacht Harbor never installed the meters their lease with we boaters calls for.

Now for the fun part, the "fact" that it is illegal to live aboard a boat. That is the Law. The law will sustain itself. Laws are passed by men to represent some powerful individual or group interests. The law we are dealing with here is certainly not God's Law. Where would we all be today if Noah had not told the Building and Health Inspectors of his day to "Get Wet" when they came to tell him he couldn't live aboard or keep pets. Men have lived aboard their boats for any and all different kinds of considerations since time inmemorial, sort of a Law of the Sea. That's a fact! It's also a fact that living aboard boats in Alameda has been openly permitted for a number of years. Sure it's illegal, and it's also "de facto". But people living aboard boats in Alameda marinas has not been a problem. So why cause a lot of hassel to a bunch of nontroublemaking citizens by invoking a law which everyone would just as soon forget? Everybody I spoke with at Alameda City Hall knew that it was illegal to liveaboard a boat anywhere in Alameda, Barnhill's excepting — maybe — and they all knew someone who was living or had lived aboard a boat. It is rumored that the City Eng. lives aboard his boat. What it boils down to is the fact that liveaboards do not cause any problems as long as they shut up and pay and don't try to rock the boat.

The marina operators do not want to see liveaboards legalized. The status quo suits them just fine. With the law as it is, they are allowed to charge whatever they feel the traffic will bear to whomever they decide they want to be liveaboards. Regardless of how discriminatory, unfair or even unethical their practices may seem, they are beyond the law. If they are challenged, they defend themselves by threatening to enforce the very same laws which they themselves are breaking in fleecing the poor liveaboard in allowing him to live aboard illegally. You cannot fight people who play by those rules. But we can fight bad laws. And bad laws brings us right back to City Hall.

Why are "they" not enforcing their law? Could it be that after all these years of nonenforcement they find themselves in a position where they have an unnecessary law which is unenforceable, which if challenged at the level of its constitutionality would be found invalid and in violation of our basic constitutional rights? Tell M. Perata that I have found our "rogue" lawyer, and yes we do live in the best of all possible worlds and things can only get better, but as our forefathers warned us the price of liberty is eternal vigilance. This is just "Step One". Maybe after we have reclaimed our God given rights we will have reached upward to a level of understanding which will allow us to effectively address with a unity of spirit a meaningful issue which affects a far greater majority of boaters — *berth control*. Now won't that be a pill for the marina operators to swallow.

John P. Schubert
Alameda Yacht Harbor

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L.W.-R. talks it up!

Late in June, I spoke with Linda Weber-Rettie just before she left with the Wahine Team aboard *"High Noon"*.

Linda had purchased a set of **DORLON** for the Windjammer Series last year. Since then she has raced in it consistently, including the Double-Handed Farallones Race.

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LOOSE LIPS

Did you know that the head man of the group sponsoring Tom Blackaller's 12 Meter campaign is non other than Bonzo's Breshnev's adversary, Ronald Reagan? The People-to-People Sports Committee, aimed at "encouraging American citizens to develop their contacts with people of other lands through sports as a means of promoting mutual understanding, goodwill and friendship", resulted from a White House conference in 1956. As the current President, Ronnie is the honorary chairman. Blackaller's *Defender/Courageous* syndicate is already hard at work preparing for the trials next year, and included in the list of potential crew are locals John Bertrand, Ken Keefe, Paul Cayard and Conn Findlay.

Meanwhile, on the local circuit, San Francisco YC's Suzie Wosser and her crew of Dorothy Darden and Ginnie Knowles led a fleet of five in the women's Adams Cup quarter finals held on the bay July 10-11. Susie, along with fellow SFYC members Marcia Peck and Anne McCormack and their respective crews, earned the right to go to Redondo Beach on July 31 to sail the semi-finals. The winner there advances to the women's national championships in Texas later this summer.

Sausalito YC, meanwhile, has ordered an Olympic class Soling. SYC members, led by Dave Steed, have put together a syndicate to lease the boat from the owner, the SF Bay Sailing Association. The launching party will be August 14th at the SYC. Their goal: to compete in several major regattas, with the hopes of qualifying for the 1984 Olympics. Oh my!

One more racing note (and then, puleeze, let's talk about something else) . . . Paul Bridson is a local distributor for foul weather gear and other nautical apparel. He's put together a one-hour gig that he's offering to yacht clubs for their luncheon entertainment. Basically, what he's doing is showing skippers how they can outfit their crews in snappy rugby shirts and shorts and such, all color coordinated with their boat. He's got all kinds of tempting team gear with unique stripes and colors. You can reach Paul at (415) 595-0108.

The State of California is loaning out some hefty chunks of money for marina development these days. The city of Richmond just got another $1.5 million for further development of the new Richmond Marina. The funds are earmarked for completing the parking area near the launch ramp, pedestrian access around the marina, the harbor office, restroom, bulkheading and riprap. Spud Point Marina in Bodega Bay, one of the few harbors for commercial and recreational boaters between SF bay and Fort Bragg, recently received $1.4 million for a 245 berth small craft harbor. And up in Vallejo, $50,000 was granted to study the feasibility of putting in 350 new slips adjacent to the Vallejo Marina and the basin at the Wildlife Conservation Board launching ramp. All these funds, by the way, come from the taxes we boaters pay on our gas.

You never know what you'll find swimming around your boat. John Leon owns a Dufour 34 and went to Ayala Cove on June 27 for lunch. It was pretty crowded on the buoys, but John got there early and found a good spot. He was minding his own business when he discovered a man in the water nearby. The swimmer appeared to be struggilng, so John grabbed the man overboard pole and jumped in the water.

He got ahold of the stranger, but John and his wife had a real struggle getting him onboard. The man was partially paralyzed and

SAN JOAQUIN FIRST FEDERAL HAS MONEY FOR BOAT LOANS

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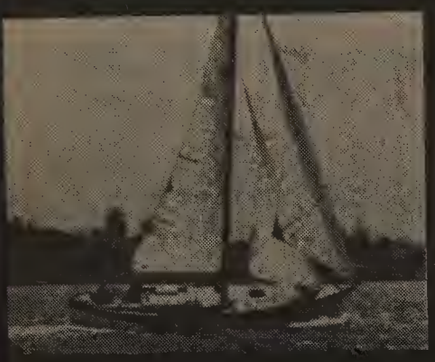
Just Ask Two Experienced Yachtsmen Who Know:

Bill Chapman, President and Chairman of the Board of San Joaquin First Federal. A member of the San Francisco Yacht Club and the Stockton Sailing Club, Bill is the owner of the C & C 38 "Bones VI," or **Kurt V. Tellefsen,** Business Development Representative for SJFF, member of the Richmond Yacht Club and owner of the 505 "High Anxiety." Kurt also raced the Express 27 "Lighten Up" during the M.O.R.A. Season. Telephone him at 415 521-8104.

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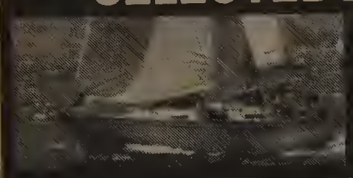
Perry-designed cutter. Loaded with equipment, offers on 1979. 1982 model at our dock now! $120,000.



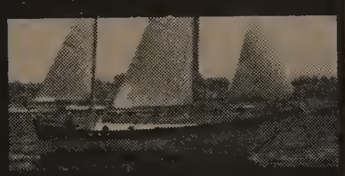
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25' Coronado	8,750
25' Cal T-2, 1973	19,000
26' Chrysler, '77 f/g sloop	12,900
27' Sun Yacht, Perry, fin	24,400
27' Pearson, 1966	16,000
28' Triton	17,600
29' Columbia, 1971	32,750
30' C&C	25,000
30' C&C, '78 f/g sloop	25,000
30' Rawson	25,000
30' Mariner ketch	46,000
31' Ericson, '78 f/g sloop	55,000
32' Challenger	45,000
32' Columbia	36,500
32' Gulf Pilothouse	58,500
33' Ranger	59,500
34' Tartan, 1973	39,500
35' Aux. Slp *'Rolling Stone'*	59,000
35' Lyon	37,000
35' Finnclipper, '71, f/g m.s.	49,500
36' Schooner	80,000
39' Santana, 1980 (NEW)	89,000
40' Columbia, 1967	45,000
41' Columbia, '74 f/g sloop	85,000
41' Morgan O.I. ketch, '79	130,000
43' Polaris	99,500 ★
44' Swan	220,000
44' Custom Schooner	209,000
48' Stl Fsh'g Ketch	150,000
49' Ingrid Ketch	125,000
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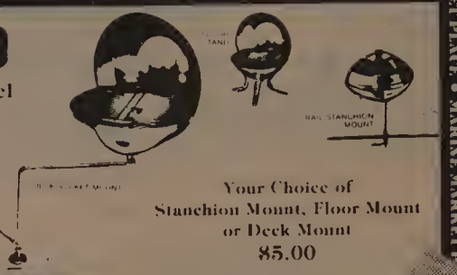
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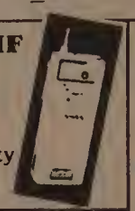


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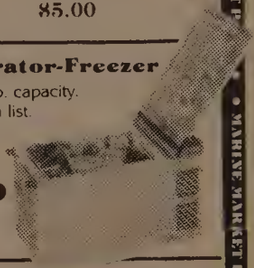
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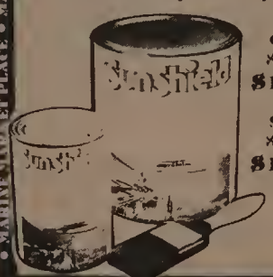
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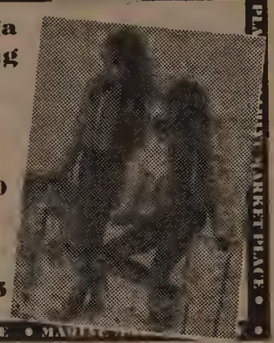
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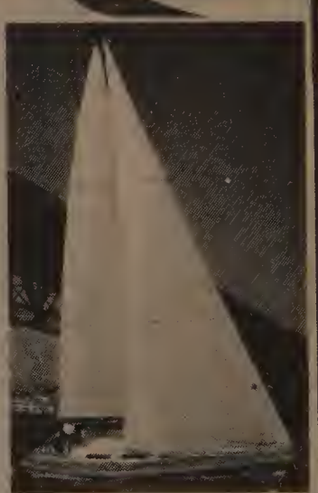
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"Outward Bound" Whitbread Winner—1st in Class, 5th Overall. Laurie Davidson. 50'8" LOA, 40' IOR. $300,000.

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new zealand overseas yachts

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was blind in one eye. When they finally did get him on deck, they discovered his tongue was swollen almost round. Eventually the guy came to his senses and they discovered he'd been in the water 25 minutes! He had been on another boat in the harbor and had gone for a swim and gotten separated from his boat. John was quite shaken by the incident and said it could easily happen again in those crowded conditions.

There's also more threatening news from Washington. While James Watt tries to turn the entire coastline into an oil well, the Senate is toying with eliminating the practice of deducting boat loan interest from your gross income. The Senate Finance Committee is considering a bill (S.2214) which says that consumer interest, except for dwellings, autos, business and higher education, will no longer be deductible. Could be tougher to make those payments . . . and then if they slap on a user fee . . . The wind may be free, but the devices for catching it aren't.

Around The World race winner Conny van Rietschoten, 56, describing the heart troubles he experienced on the second leg of the race:

"I got this problem and I said to the doc (Julian Fuller), 'it's not so hot with me', but carried on. Then we came to the really bad weather and my condition got worse. I had to call the doctor again and he made me promise to stay below in my bunk for three days. I did that more or less, although I still did the radio work and also went to the head over the side because I don't think that sort of thing should be done down below on a racing yacht. So far as I was concerned I was taking it easy, and after that we carried on again."

From *Seahorse*, May/June, 1982

Dan Newland, solo TransPac winner, says his lady friend, Linda Webber-Rettie, "kicked butt" in a Hawaii YC Invitational Wahine race in the middle of July. Linda had just finished delivering *High Noon* to the Clipper Cup, where another Wahine team will campaign the Peterson 41. Dan and Linda, meanwhile, will head back for S.F. bay together, but separate. Dan will sail his custom Wylie 34 *Pegasus* while Linda does a return delivery with Peter Brown's Olson 30, *Gold Rush*. Could be a frustrating three weeks, unless they sail into the Pacific High and raft the boats together. So near, yet so far.

Incidentally, both Linda and Dan are looking to earn a few extra bucks doing at least one more delivery trip back from Hawaii this summer. If you've got a boat you want brought back, we'll put you in touch with them.

"The seafaring life is very 'ealthy, very 'ealthy . . . The ozone in the air that you take into your lungs, it clarifies the blood circulation . . . prolongs the life as it goes through your lungs and into the veins and everywhere . . . I've known a lot of other old-timers around San Francisco. They didn't get sick during their seafaring days. They got injured, but they didn't get sick . . . The ozone is rejuvenating."

Henry Brammer, 94, talking about his four decades at sea on sailing ships, including the Norwegian bark *Electra*, the *Aagot*, the *Radiant*, *Vigilant*, the four-mast barkentine *Charles F. Crocker*, and the *Lizzie Vance*.
From the March 10, 1982 *S.F. Examiner*.

— Do you wear pads when you hike?
— Knee pads are whimpy, so I quit wearing them.

Shawl Lebroe, 15, who finished 2nd in 1981 Doublehanded U.S. Youth Championship, interviewed by Robert Hyckins for the newsletter *News from North*

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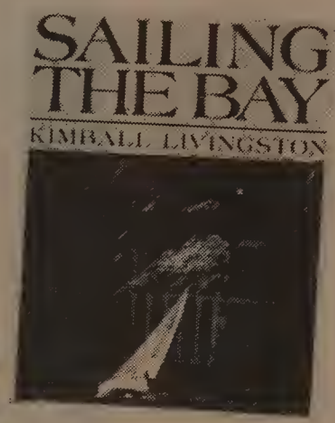
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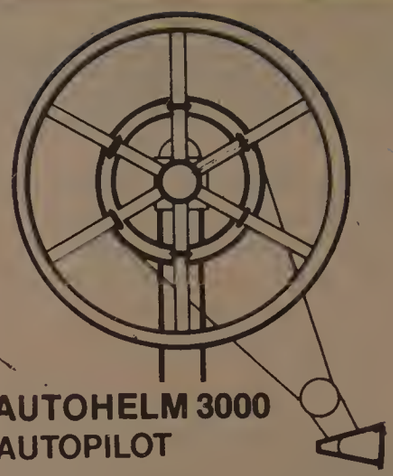
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1/4	.15	.27	2300
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3/8	.28	.48	4900
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5/8	.72	1.22	14600
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Thoroughly entertaining lore, advice and hot inside tips from the Chronicle's Sailing contributor. No home or boat should be without it.

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AUTOHELM 3000 AUTOPILOT

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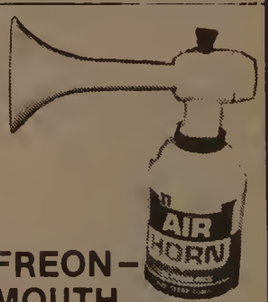
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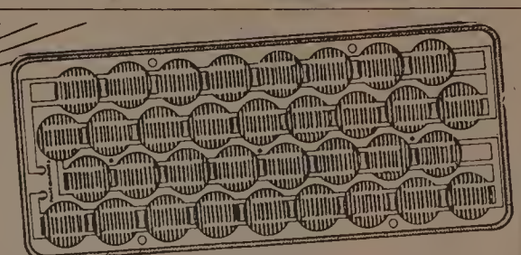
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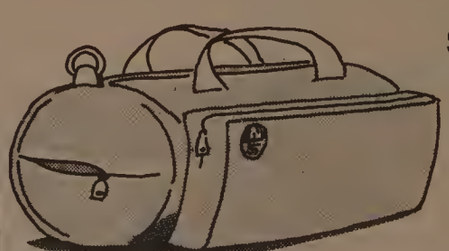
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Length 37½" **Width** 15 3/4" **Weight** 9.4 lbs.

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*Edge protector and junction box increase overall thickness to 5/8"

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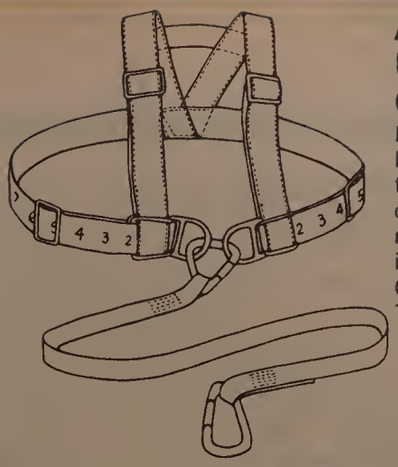
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Atlantis ULTIMATE CONNECTION

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Features

- Depth to 400'
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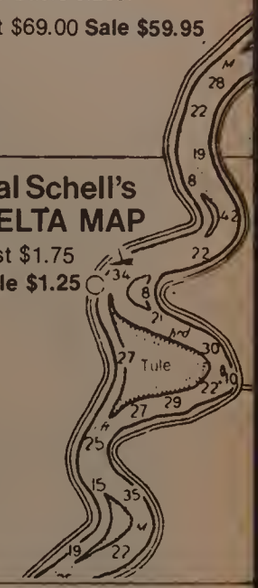
Each instrument lists for $399.00
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Clamps to wire or rod rigging from 3/16" to 5/16" diameter. Provides a neat tie. Quiets and organizes both ends of halyards.

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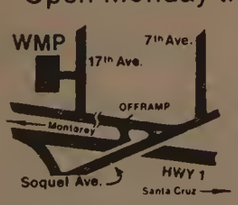
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"Kit" poles are assembled except one end is provided loose to enable the owner to cut pole to desired length. Pole is provided with topping lift bridle only. Bridle kits are available should you decide to make the pole suitable for end to end jibes.

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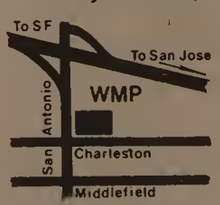
Open Monday through Wednesday and Friday 9-6, Thursday 9-8PM, Saturday and Sunday 9-5



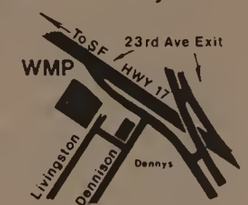
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West Marine Products

SIGHTINGS

confused about bridge signals?

Maybe you're using the wrong signal. As of February 8, 1982, the Coast Guard initiated a new system. The correct procedure now to have a bridge opened is to give one prolonged blast of four to six seconds, followed by a short one second blast. If the bridge can be opened promptly, the bridgetender will answer with the same signal. If not, he will answer with the danger signal of five or more short blasts. When the bridge can be opened again, the tender will sound the opening signal.

As with any change there is some confusion. The Coast Guard says the bridgetenders are being understanding and they ask that you be likewise. They suggest you also do not sound the opening signal when you can safely pass under the closed bridge. This means you have to know how high your mast goes.(don't forget the windex!) and checking the chart and bridge clearances to see how much space you have.

Some bridges, however, are easier to get by than others. This one pictured at right, located near the Meadows, is stuck in the open position. If you happen along and see a powerboater honking for the non-existent bridge tender, gently lead him forward and realize that there but for fortune, you might be he.

The Coast Guard also wants you to know that most of the bridges in the nation now respond to this new set of signals. Another change is that you don't have to exchange sound signals when adequate radio-telephone contact exists between the vessel operator and the bridgetender. You can get more information about bridge signals and special operating regulations by writing for the *California Drawbridge Regulations* from the Commander, Twelfth Coast Guard District, 630 Sansome St., San Francisco, Ca. 94126. It's free.

best false rumor of the month

Merlin, some folks will tell you, took a 360° roll during the Ballena Bay TransPac from San Francisco to Kauai. False rumors like this usually starts in a bar where one drunk sailor says to another drunk sailor: "Syay, d'y'hear *Mwerwin*, s'rolled on over t'da iylands." The other drunk, who can't hear too well, replies, "S'rolled all d'way over? Well'll be! Les hav nothr drink."

slide right in

The National Maritime Museum — located at the foot of Polk Street in San Francisco's Golden Gate National Recreation Area — presents the multi-media slide show "Sailing on San Francisco Bay" starting Friday August 6th.

The show is given between noon and 6 p.m. every day until August 21st at the Museum's Steamship Room. (Funny room for a sailing exhibit.)

The slides are the work of Douglas Keachie, who is known to many bay sailors as the gentleman with the camera in the Avon Sportboat. Keachie was followed the singlehanded fleet out around the Lightbuck in that Avon, all in search of the perfect photo.

The slides in the show encompass the entire spectrum of sailing on San Francisco bay, including Big Boat Series, Master Mariners, boardsailors, Aussie 18's, and many more. You'll want to stop by and see if your boat is included.

it must have been a monday

Jim Stephenson, a former member of the Diablo Sailing Club now living in Australia, sent this story back to his DSC buddies. All names were removed, probably to protect the protagonist. All we can say is we've had days like this

cont'd on next sightings page



never again —

One of the common afflictions that strikes singlehanders is "I'll-never-do-it-again-itis". At the end of Singlehanded TransPacs or just plain old voyages, you'll hear a lot of people swear they'd never, ever do anything like that again. But just give them a few months to let unpleasant memories fade, and they're right back at it.

And so it comes as absolutely no surprise to us that Webb Chiles — who last month said his open boat voyage is all over — is ready to take it up again. You'll remember it was most recently interrupted in Saudi



LATITUDE 38/RICHARD

for a while anyway

Arabia when his 18-ft. *Chidioch Tichbourn* was impounded and he was tossed in jail after authorities suspected he might be a spy. (Put yourselves in their shoes; who the heck is going to believe that anybody would choose to sail around the world in an 18-ft. open boat?).

Latest report from Webb is that he'll restart the voyage from the Suez, with either the old boat, or if he can't get that back, a new one. From the Suez he'll sail 400 miles down the Red Sea to cross his previous track.

monday — cont'd

too:

"In my haste to prepare the boat well in advance of the first race, I allowed the spinnaker halyard to run to the top of the mast. My crew were not due to arrive for another hour and not wishing to be embarrassed by this unfortunate incident, I devised a plan to retrieve the halyard, taking advantage of the fact that my boat was fitted with an external main halyard.

I calculated that a large plastic garbage bin, full of water, would be heavier than I, due to my slender build. I quickly gained possession of a bin from behind the club premises and by means of a system of ropes, secured the bin to the main halyard. By lowering the bin over the side of the boat it filled with water while I set up a system to secure the tail of the halyard to one of the winches. To ensure that the bin would be heavier than I, I also added a house brick.

I winched the full bin to the masthead and secured a loop for my foot, in

cont'd on next sightings page

monday — cont'd

the end of the halyard now held by the winch. I was now in a position to be taken to the top of the mast by the weight of the bin, where I could retrieve the spinnaker halyard and slide gently down the mast.

When I released the winch, my ascent to the top of the mast commenced with greater speed than anticipated. (Subsequent enquiries revealed the bin to be oversize.) As I rose, I was not successful in avoiding the descending bin and received a severe blow on the right shoulder together with minor abrasions to my neck and upper arm.

The impact of the descending bin pushed me beneath the mast spreaders and my left shoulder was bruised and the left side of my neck severely stretched.However, I remained alert and continued to hold tight the halyard with both hands.

Unfortunately, my speed to the top was such that my fingers were drawn into the pulley causing multiple contusions and lacerations.

At the same time the bin hit the deck of the boat with considerable impact, causing the sides of the bin to split. As the water drained out, I became heavier than the bin and slowly began to descend. My speed accelerated, and I received a glancing blow to my left buttock from the spreader, which also threw me in the path of the ascending bin. The bin caused bruising to my right buttock and removed skin from my right leg.

My descent was stopped by the boom, but unfortunately my legs had gone either side. My natural reaction was to crouch forward from the effect of the impact to the sensitive regions of my body. In doing so, my forehead hit the mast.

At this stage I must have lost control of the situation for it appears I let go the halyard. The bin was now free to descend and as it did so, it turned upside down as it passed the spreaders, tipping the remaining water and the brick onto my head.

As I lost consciousness the upturned bin fell over my head and shoulders. My crew found me in this position approximately five minutes later."

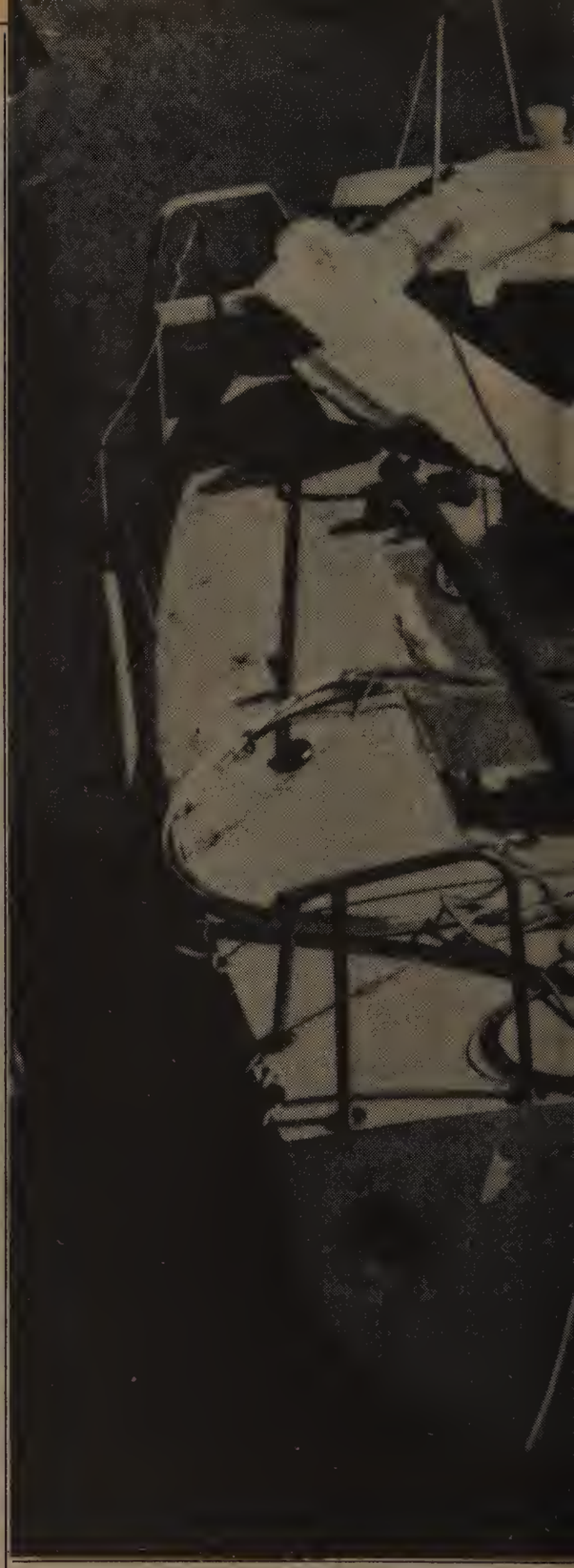
— *jim stephenson*

morc internationals

More than 200 entries are expected for the first west coast Midget Ocean Racing Club (MORC) International regatta, to be held August 9—13 off Marina del Rey in San Diego. Included in that fleet will be several Northern California boats, such as Terry Alsberg's Express 27 *Nemo* from Santa Cruz, Rich Crosby's *Hippo*, a Bob Smith 1/4 tonner from Alameda, and Jim Gannon's *Caliente*, the Sonoma 30 from Petaluma. East Bay designers Carl Schumacher and Jim Antrim will be sailing the new Schumacher Capo 26, being built by Westerly Marine in Costa Mesa. Helping them will be Scott Owens, also from the East Bay.

The Internationals will feature a long distance race of 150 miles, a medium range race of 75 miles, and four around-the-buoys contests. All entries will be under 30 feet. Schumacher says they have been told to expect breezes of about 12 knots for the series.

Carl along with Dick Heckman, are two of the leaders of the MORC renaissance movement here on the Bay. With the demise of 1/4 ton racing, MORC offers a competitive outlet for smaller racing/cruising boats under a rating rule similar to the IOR. Carl says SF Bay's MORC station #3 is growing stronger, and a few boats were measured for the MORC rating this year. There will be fleet awards given at the conclusion of the 1982 season, using results from the local Midget Ocean Racing Association (MORA) races. Next year the MORC fleet hopes to offer its own schedule and sees its activities as complementing, not competing, with the MORA races.



slim

You ask Tom Blackaller if he ever gets concerned about his personal safety what with racing hulls being built lighter and lighter. He'll tell you not really, and that he stands a better chance of getting killed out on the freeway.

You ask Michael Kane if he ever worries about getting killed while racing singlehanded. He'll tell you maybe a little, but that he's got a better chance of getting mangled on ci-



TIM STAPLETON

no more

ty streets.

We always thought these were weak arguments until we saw what happened to *Slim*. *Slim* is a Moore 24 that Chuck Hawley raced to Kauai in the 1980 Singlehanded TransPac. *Slim* had no trouble with even the stormy Pacific, but she proved to be no match for the modern machinery that roams the pavement of Richmond.

why doesn't she feel right?

Here's a chart you might want to take along on your next race. We pulled it out of the Folsom Lake YC's newsletter, *Tell Tale*. We couldn't figure out who the authority was for the suggested cures, but the advice sounds reasonable. Sort of like a trouble shooter's guide to sail trim.

WIND	SEA	FEEL	PROBABLE CAUSE
light	flat	slow to accelerate, "powerless"	sails too flat
light	flat	accelerates, but once moving, lacks speed	sails too full
light	flat	won't point, hard to find groove	draft too far forward
light	lumpy	"powerless", hobbyhorse feel	sails too flat
medium	flat	no acceleration out of a tack	sails sheeted too quickly
medium	flat	can't point, good speed, but "heavy" feel	sails too full
medium	flat	can't find a comfortable groove	draft too far forward
medium	choppy	can point, but have no speed	sails too flat
medium	choppy	heavy feel, little change in speed from wave to wave, poor pointing	sails too full
heavy	flat	"glued-to-water" or heavy feel	sails too full
heavy	flat	no groove, either luffing or heeling	too much sail
heavy	flat	has a groove, but very narrow one that is hard to find	too much sail, too flat a shape
heavy	heavy	alternately luffing or knocked over	too much sail, too flat
heavy	heavy	"powerless" feel with no groove	sails may be too flat
heavy	heavy	"powerless" feel, wide groove, sail waves well but poor speed	good shape, but needs more sail

The very same issue of *Tell Tale*, June 1982, had a scoop about a new sailcloth that uses photovoltaic fibers to create a "solar wind". It's supposed to be great on days when there's no wind but plenty of sun (not uncommon Folsom Lake condition in summer)! The fibers are aligned so as to set up an electrical flow from the luff to leach. The electrical impulses supposedly create a disturbance in the air next to the sail and pulls it aft, thereby creating forward thrust. Sounds kind of hairbrained to us, but so does light beer.

progress at pillar point

There's a new harbor going in at Pillar Point, finally. Since 1965 the San Mateo County Harbor District has been struggling with the Coastal Commission, local residents, and environmental groups over what they could or couldn't do in the harbor, 18 miles south of San Francisco in Half Moon Bay. They finally all agreed on a plan and construction is now underway.

The original proposal called for a 1500+ berth marina with motels and other shoreside development. The locals and environmentalists gagged at that proposal, setting off a decade and a half of wrangling. What they have finally settled on is a far cry from the original; there will be 220 commercial berths and 220 for pleasure craft. "But at least everyone is in agreement now," says Harbormaster Bob McMahon with a weary smile, "and that makes it easier."

cont'd on next sightings page



pillar point — cont'd

The three part breakwater, located inside the existing Corps of Engineering breakwater, is about half completed and will safeguard the boats and piers from surge. They expect to finish the breakwater and have most of the berths installed by 1983. Rates for commercial boats will be $2.80/foot, while pleasure craft will pay $3.00/foot.

If you have ideas about signing up for a berth now, though, you'll be disappointed to hear that there are 600 folks ahead of you. The waiting list started four years ago, and they've all paid $10 to get on it and $5 per year to stay on it!

For visitors, the new harbor will be a pleasant addition to the only stop over point between San Francisco and Santa Cruz. It costs $3.00 a night to tie up to the docks and the harbor has a fuel dock. You can also moor on one of the harbor's buoys for $2.00 a night. Anchoring is free. Space is available on a first-come, first-serve basis. Shower facilities are available, with paying visitors getting priority. Ice and food are available across the parking lot from the harbormaster's office. There are several good eateries nearby, including the Shorebird, Ketch Joanne and the Charthouse up the road in Montara. Part of the new harbor's plan calls for a restaurant to be built where the launch ramp currently exists. A new, 4-lane ramp will be put in next to the east breakwater.

Sailboats are frequent visitors to Pillar Point, both cruisers and racers. 75 Midget Ocean Racing Association (MORA) boats spent the night there during the Memorial Day weekend this year. MORA uses Pillar Pt. as a stopover for races in April and October as well. Cruisers find the harbor a welcome rest, especially during winter storms.

Harbormaster McMahon wants people to know that they run the only rescue boat from SF to Santa Cruz. In a year's time, they tow in from 100 to 150 boats with everything from mechanical to medical problems, and in conditions ranging from dense fog to 60 knot winds. There's a Coast Guard representative in the harbor, but no CG vessel, which means McMahon and his crew are on call 24 hours a day, 7 days a week.

Part of the problem is that people coming south from San Francisco like to turn the corner too soon at Pillar Pt. McMahon says they see the abalone boats working the reef and figure they can come through there too, but there are several rocks in there just below the surface. He advises anyone coming in to the harbor to use chart 18682 rather than 18680 to navigate with.

taco

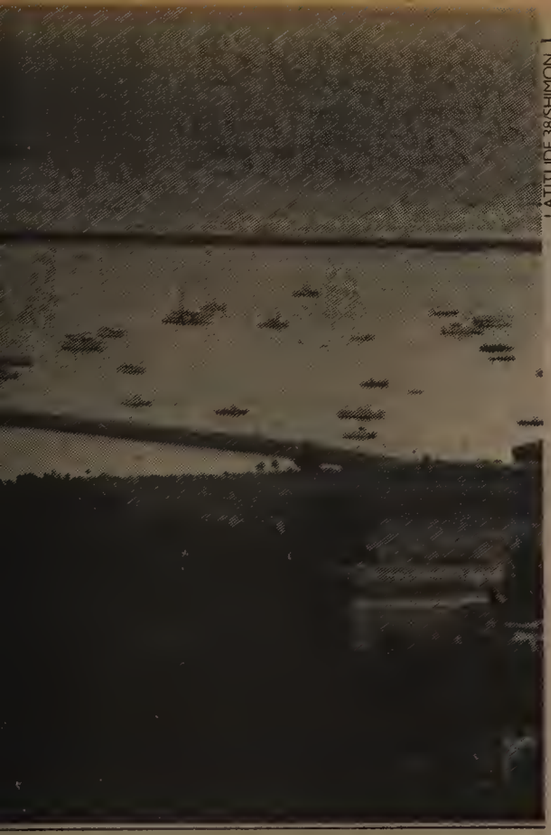
It's certainly not too early to begin thinking about this winter's Mexican Races. In fact the first of the deadlines is already beginning to roll around.

The schedule begins with the Los Angeles YC's Mazatlan Race on November 6. This is an IOR affair, limited to boats that rate over 26.5. In all probability there will be several of the Clipper Cup/St. Francis Big Boat Series boats entered as they head on their way to the SORC.

Frankly speaking, Mazatlan is probably the least attractive of the five Mexican Race destinations. The harbor is sort of scuzy, it's inconvenient to the rest of the town, and the local bugle corps practices near the water early each morning. About the best thing Mazatlan has to offer is the children's parades — see photo at right — which spring up all over town for no other reason then that everyone seems to enjoy them.

But this is IOR racing where the race is what counts. If you're eligible and interested, you can reach race Chairman William Carpenter, at the LAYC, at — and this address belongs in a comedy routine — 500 Barracuda St., Terminal Island. And hurry, because you need to request an invitation by the 4th of September. Or call (213) 831-1203.

Second Mexican Race of the season is the much heralded Puerto Vallarta Race sponsored by the Del Rey YC of Marina del Rey. This event starts the 19th of February, comes complete with a full moon, and is perhaps the favorite of the Mexican races. We'll have



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runs

further information on this race as the deadline approaches.

Final race of the season is the Newport Harbor YC's sprint down to Cabo San Lucas. We don't have the dates yet, but believe it will be held in March of next year.

watch your language

Dick Miller, who a few months wrote us decrying the epidemic misuse of nautical terms, is not alone. Dale Bryant of Vallejo forwarded us complaints of a similar nature made by one Jerry Graham.

Mr. Graham paints an unpleasant scenario of what sloppy and improper use might lead to: "Such a trend, left unchecked, is not a subject of pleasant speculation. It seems to be only a question of time before them as don't know no better or don't care nohow will have broken completely with established standards of nautical expression, developed a hybrid sea-talk of their own; and we poor salt water Tories may wake up some day, mumbling bitterly to ourselves — in a dead language!"

Unlike many folks today who criticize but offer no solutions, Mr. Graham has a suggestion on how to remedy the problem: "Turning to the past for guidance, we find that our forefathers of the stick and string era were no strangers to this same complaint. They called it alfalfa-mouth, for reasons which are not too obsure, and they treated it with great rudeness. Fledgling seaman, potential "carriers", were given to understand that proficiency in the speaking of correct, salt water English was a desirable accomplishment aboard ship and enthusiasm for the subject was fostered by a simple expedient. Every breach of King Neptune's English (ignorance thereof being no excuse) was duly tallied on the offenders overhang with the indeliable mark of a stout sea boot. Results were invariably gratifying. Of course, some of the boys presented a dappled appearance, at first, but the dullest-witted furrow-follower quickly learned to handle his tongue in a seamanlike manner or keep his mouth shut till he could."

What's interesting about the entire issue, however, is that Dick Miller complains about the same problem in 1982 that Mr. Graham did in the pages of

cont'd on next sightings page



LATITUDE 38/RICHARD

SIGHTINGS

language — cont'd

Yachting, April 1940 issue, from which these quotes were lifted.

Graham contended that precise nautical language was not just nice, but necessary during the days of square-riggers, when complex manuevers, if not correctly understood, could lead to injury. While it is no longer — in 1940 — so critical to be precise on a pleasure boat, Graham suggests that "the ability to express one's self in a clean-cut, seamanlike manner will always be one of the intangible assets of every true sailor."

So next time you step aboard, make sure all the hayseed is off your tongue.

what some folks won't do for weed

The Coast Guard seized the Freya 39 *Orca*, also known as the *Golden Egg*, off the coast of Alaska on June 20th. The three crewmembers, John Humphrey, Robert Smith and William Garbez, were caught with 3100 pounds of Thai sticks packed in 580 five-pound packages. The boat is owned by San Francisco residents James and Cecilia Herbert, who had leased it to a Santa Cruz travel agent by the name of Tom Gay. According to Cecilia Herbert, Gay said he wanted to sail it to Hawaii. The $1100 a month rental started last September and was arranged through Sausalito's Pacific Yacht Exchange.

What happened between September and April 30th, when the boat apparently departed Singapore, isn't yet known. *Orca* also reportedly made a call at Gan Bay in the Philippines. When the Coast Guard made their pinch, the boat was 1500 miles southwest of Kodiak, Alaska. On the tow into Juneau, some strange events took place. One crewman of the Coast Guard cutter *Boutwell*, Seaman Jerome Herndon, mysteriously fell overboard and died. Two other seamen tried to sabotage the *Boutwell* by cutting a fuel line and electrical connections, as well as draining lubrication oil from the service generator. The duo planned to don wet suits and swim to the *Orca*, which was being towed behind the ship, cut the towline and leave the other 158 crewmembers adrift in the north Pacific. They were apprehended, however, before they could complete their scheme.



LATITUDE 38/RICHARD

Above is a picture of the *Golden Egg* in less controversial times. It was taken right after Jim Gannon sailed her to the big boat class victory in the first singlehanded TransPac of 1978.

only in america

It was a glorious July 18 for Andrew Urbanczyk, as he launched his Eric-

cont'd on next sighting.



u.

The University of California has installed four pollution monitoring devices in the vicinity of Treasure Island; three are to the east of it in the main channel, a fourth a little north and directly off the end of the Berkeley Pier. The devices are marked on the surface

two

The San Francisco Bay Veteran Ocean Racing Circuit is/was a three-day bay series organized for older boats by Hank Easom and Susan Mills. Their idea was that there were enough fine old CCA (Cruising Club of America) that aren't competitive under the new IOR (International Offshore Rule) that still would like to race competitively. They are no longer so sure.

The first of three races was postponed when *Dorade* and *Santana*, two of the more well-known eligible boats, were too busy to compete. A very disappointed Easom reports that the second race went on as sched-



LATITUDE 38/SHIMON

of c.

by paired buoys, each of which are orange, and about a foot high.

When in the area, please be sure not to pee in the area of one of these, or we'll never hear the end of it from BCDC.

strikes

uled, but with only three boats: Easom's *Yucca*, Mill's *Xanadu*, and *Goya*. *Santana* and *Dorade* had promised to be there, but didn't show.

The third race is scheduled for August 7th, but Easom is beginning to fear that "history is history, and we should just leave it that way". As such the final race won't be held without the assurance there'll be a good turnout. If you've got a CCA certificate with your boat, and you'd like to compete in the 25-mile back race with similar boats, call Pat Lennon at 331-2794.

america — cont'd

son 30+, *Nord IV* in anticipation of his 'Equatorial Challenger' solo circumnavigation. Andrew's voyage will officially begin in Panama later this year, and end there approximately. As he said in last month's column, he's already hot-to-trot, and has probably already left on a warm-up solo sail to Hawaii and back.

In the picture above Andrew is surrounded by a number of his sponsors who were on hand for the christening. From the left they are Don Kohlmann of sponsor North Sails; his brother Gene Kohlmann, President of Ericson who as general sponsor provided the boat; Andrew; Krystna, the official secretary of the *Nord IV* Expedition and when time is left over, wife of Andrew; Hans Bernwall, whose Scanmar Marine provided the Monitor self-steering vane; and sponsor Norman Wright of NicroFico. There are other sponsors not in the picture, but we're sure Andrew will manage to continue working their names into the columns he delivers to us from sea.

women go for it

The idea of an all women crew sailing a competitive IOR boat in a major race series isn't a new one. There have been all female crews in the past two SORC's and Hawaii's Clipper Cup had a Wahine Team two years ago and will have another this month aboard *High Noon*, the Peterson 41. Three Bay area women sailors hope to break some new ground, though, in this fall's Big Boat Series. Renee Soleway, Sherry Wilson and Janet Gomez want to get together 10 to 15 distaff sailors in a syndicate, charter a hot boat and see how

cont'd on next sightings page

SIGHTINGS

go for it — cont'd

they measure up to the guys as the first such team in the series. Originally the trio was going to do the Clipper Cup with a mixed crew aboard Sherry and Cliff Wilson's Morgan 37 *Troublemaker*, but Cliff suffered some bad injuries in a car wreck and is just now getting back to normal. They would have used *Troublemaker* for the Big Boat Series, but she rates 28.2 under the IOR rule and the minimum requirement is 30.0.

Renee, Sherry and Janet will be holding an open meeting on August 5th at 7:00 pm in the Northpoint YC, located at the outer end of Pier 39 in San Francisco. Any women (or their male representatives) who are interested in participating in this unique project should attend. All those who do get involved will be paying part of the syndication, but the dollar amount per share has not yet been determined. For more information, you can reach Sherry at 825-6530 during the day or Renee at 459-2421 in the evening.

stop!

The folks over at Ballena Bay YC are hopping mad at two guys in an 18 to 20-foot white outboard with blue trim called the *Bonnie G*. The dastardly duo were last seen at 5:30 on July 9th speeding north after pulling a BBYC temporary mark out of the water near the south entrance to the Alameda Naval Air Station. The thieves took not only the two foot diameter orange ball, but also the attached line, chain and anchor. A passing sailboat saw the boat pick up the mark and assumed the pair were part of the BBYC

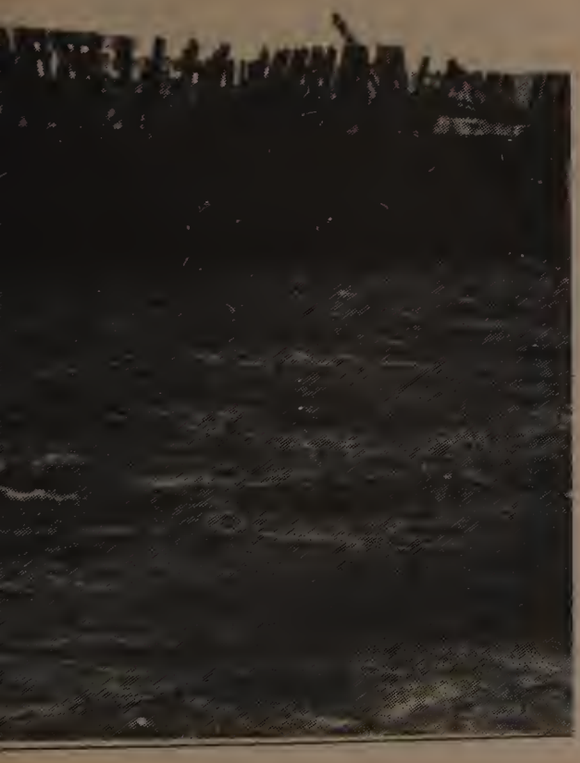


Shooting the Berkeley pier and bear-aling up the bay.

thief!

Friday night race committee setting the windward mark. When the *Bonnie G.* charged off, though, they figured something was amiss and tried to hail them down, but to no avail. The next day, Saturday the 10th, *two more* marks were snitched, another from the BBYC and one from the Oakland YC. If you know anything about these incidents or know the whereabouts of the *Bonnie G.*, you're asked to contact Glenn Miller at 865-5733.

LATITUDE 38/RICHARD





LATITUDE 38/SHIMON

sea perch

No, this isn't a treasure hunt aboard Steve Cantor's Ericson 27 *Emily*. It's what happens when the main halyard jumps its sheave at the mast head, and somebody has to go up and fix it. The daring young man on the swaying mast is Steve Swearingen, 15, who handled the job with finesse. It happened while *Emily* was coming in the Gate after watching the start of the Kauai TransPac on July 4th. The wind had come up and they wanted to shorten sail when they discovered the foul up. After Steve's heroics, they continued on their way without further incident.

doing just what they're made to do

Bill Lee is happy to report that his Santa Cruz 50's had great boat for boat success in the recent Victoria to Maui TransPac, finishing 1, 2, & 4.

First to finish was *Scotch Mist II*, with skippers Dan O'Brien and Warren Hinton, and boy do we wish we could have been there when they arrived. The deal is that the entire crew is from Maui, and that includes O'Brien who was the first guy to start doing charters out of Lahaina. It must have been a hell of a party, because O'Brien is reportedly a real character.

cont'd on next sightings page

SIGHTINGS

made to do — cont'd

In fact the way we hear it he was once denied entrance to the New York Yacht Club because he wasn't wearing a tie. What kind of person would live in Hawaii and own a tie — except maybe McGarrett? Anyway O'Brien came up with a clever bit of revenge; there's now a tie hanging in the Lahaina YC that must be worn by any member of the New York YC that wants to enter. Good thinking, real good thinking! O'Brien had his boat built to Coast Guard



LATITUDE 38/RICHARD

Lahaina Yacht Club.

specs for chartering, and is probably available out of Lahaina right now.

Nine hours behind *Scotch Mist* was the SC 50 *Incantation* out of Vancouver, then the old 70-ft. *Kialoa*, and then the Santa Cruz 50 *Night Train*.

and now a word from the coast guard . . .

There's some good news to report from the Coasties. After months of delay due to mishaps of one sort or the other, the Lighted Navigation Buoy, aka the Lightbucket, is back on station 10 miles west of the Golden Gate. After being smashed by a ship, repaired and smashed again by a lifting crane, everything is finally in working order. Also, the Vessel Traffic Service (VTS) has been saved from Reagan's kiss of death. The VTS, which daily monitors 200 ship movements all the way from the Farralones to the Delta, was to have been axed in a budget cutting move and put out of action on July 15th. On June 17th, however, the Coast Guard got word that the operation, located on Yerba Buena Island, had been spared.

The struggle with money hasn't ended, however, for the Coasties. According to the National Marine Manufacturers Association in Chicago, the Coast Guard has requested input from the recreational boating community on its experience with commercial towing and salvage operators. It seems the CG would like to turn over routine search and rescue operations involving vessels under 100 tons to private firms. The argument is that if they don't have to pull in everyone who runs out of gas, there would be less reason to charge user fees to private boat owners. The information they're looking for includes the number and location of private towing/salvage firms, how efficient they are, fees, problems encountered with these firms, and how boaters feel about using private companies instead of the Coast Guard. If you'd like to help the survey, submit your responses to the Marine Safety Council (G-CMC/44), U.S. Coast Guard, Room 4402, 2100 Second St. S.W., Washington, D.C. 20593. You can also contact Robert Anthony at (202) 426-2430.

junior jamboree

Richmond YC is hosting one of the biggest sailing events of the year, the 1982 US Junior Sailing Championships. At stake will be the historic Sears

cont'd on next sighting page

bye-bye

August 2nd the Marin County Board of Supervisors will consider a new ordinance that will severely restrict the anchoring or mooring of all boats in the waters of Richardson Bay that are under the jurisdiction of Marin County. Although the ordinance is directed at what some perceive to be the indiscretions of houseboaters, the ordinance would nonetheless have a severe negative impact on sailors who wish to anchor off Sausalito.

If you'd like to express an opinion on this matter, call or write the Board of Super-

dig in



Richard Tate of Milpitas attended an 'Offshore Technology Conference' last May and was struck by an exhibit which featured the Steveshark Anchor, which is made in Finland.

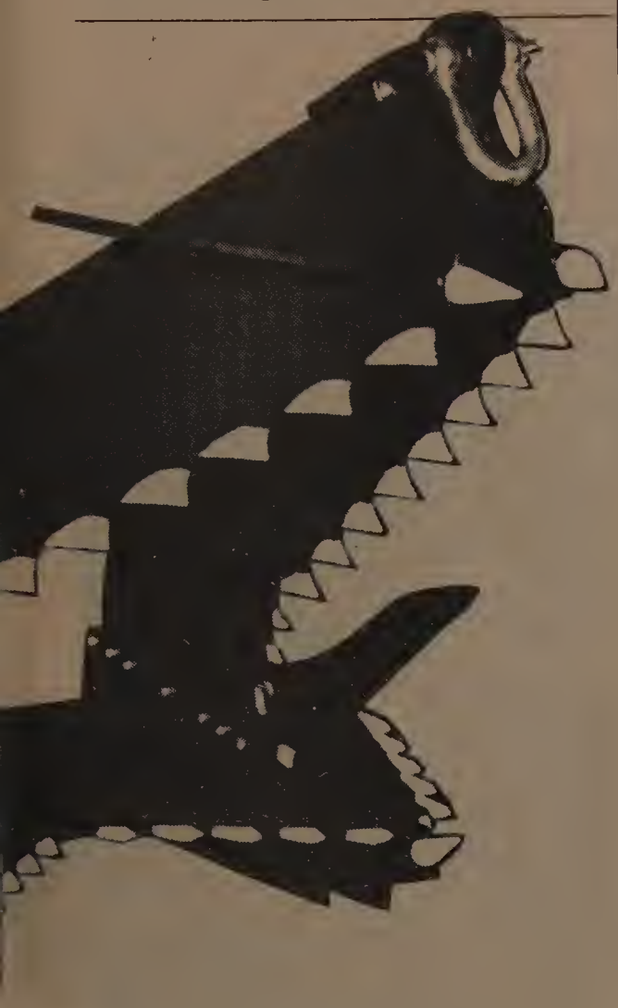
Why all the 'teeth'? Well, this anchor was designed especially to break into a hard bottom. If you're looking for especially hard soil conditions to anchor in, you can have extra

yesteryear

San Diego's version of the Master Mariners Regatta took place on June 19th, sponsored by the local Ancient Mariners Sailing Society. The fleet included 16 gaffers, 12 schooners and 19 classic racing yachts, among others. A break in the weather afforded the fleet and spectators sunny, breezy weather which made for a varnished, split rig frenzy. Fastest time of the day was recorded by the Burgess 10-meter *Branta*, owned by Richard Teineman. The

bay-by?

visors; better yet attend the meeting on the afternoon of August 2nd.



cutterteeth built into the anchor.

You may think this anchor, developed by Ron van den Haak, is a joke, but it's not. When land tested on clay, a 35-ton bulldozer and a 20-ton payloader were unable to pull it loose. The only drawback is that the anchor weights almost 14 tons, is about 15 feet high, and thus won't fit on many pleasure yachts.

regatta

oldest boat in the fleet was *Cutter*, the Sea Scouts' 30-foot gaff ketch built in 1907. Best dressed award went to the 51-foot Brigantine *Rendezvous*, one of Diane Beeston's favorite subjects when she's sailing on the Bay. *Rendezvous* crossed the finish line with 3000 square feet of square rigged sail. The full crew wore matching striped uniforms and the captain was regaled in full 1700's dress, complete with cutlass!

jambo — cont'd

Cup, which will be sailed in J24's by crews of four, the doublehanded Bemis Trophy in Flying Juniors, and the singlehanded Smythe Trophy in Sunfish. Fifty-six youths, 18 years old and younger, are scheduled to compete, and will represent all parts of the country. The eight race series will be judged and administered by the US Yacht Racing Union (USYRU), with considerable support from members of the Richmond YC.

The Sears Cup dates back to 1921, and has been won by some of the big names in yachting, such as Arthur Knapp, Bill Cox, Robbie Doyle and Raymond Hunt. Last year, Richmond's John Kostecki, with crew Rand Arnold, Albert Boyce and Mark Hempstead, became the first Northern California entry ever to win. Pete Boyce, Albert's dad, is chairman for the Juniors this year, and has been working on it for the past year with his committee. Sailmaker/artist Jim DeWitt has donated an original painting to commemorate the event. A 17" x 24" poster of the painting is available for $6.00 and all the proceeds go directly to funding the championships. Order yours from the Richmond Yacht Club, P.O. Box 295, Pt. Richmond, Ca. 94807. Tax free donations of $25 or more can also be made to support the regatta, and must be made out to either the USYRU or the SF Bay Sailing Association. Send these donations to Helga ImKamp, Secretary, Richmond YC, P.O. Box 416, Pt. Richmond, Ca. 94807.

jim apple case

The main facts outlined in the following letter were related to us over the telephone by Barbara Apple in late January. We did not publish them because the next day she pleaded with us to withhold them because both she and her husband, Jim, sincerely feared — indeed were almost petrified at the thought — of possible retribution by the San Diego police. It was a pretty unsettling thing to hear folks in the U.S. sincerely afraid for their basic rights. But now that they're out of the San Diego area, they want their unfortunate experience known to the public.

Until late last year Jim Apple was co-owner of the Sausalito Cruising Center, which was and remains dealer for several cruising lines. The incident described took place on the Harbor Island Marina on Harbor Island in San Diego. The following account was written by Barbara Jones, who was there at the time.

As a citizen who has never had any major run-ins with the law requiring the safeguarding of my rights, I tend to feel divorced from the various cases of miscarriage of justice that I may read about. But on January 17, 1982, I was rudely educated to the realities of being guilty until proven innocent by a nightmarish "mistaken identity" case involving a friend.

Such as the case when on this particular Sunday, Jan and Bud Fuller (Westsail 32, *Calico*, Sacramento); David Bacon (Bear, *Dancing Bear*, Sausalito); Burwell Taylor, (Westsail 32, *Vingilot*, Sausalito); various other esteemed personages (including the Mayor of Sausalito); and myself attended a barbeque and going-away party for the Fullers, organized by Jim and Barbara Apple, (Westsail 32, *Shoestring*, Sausalito). It began at 3:00 p.m. and broke up about 5:30 p.m. Jan and Bud, David, Burwell and I then regrouped on the Apple's boat for nightcaps. During the course of the conversation, Jim and Barbara mentioned pictures they had taken of a boat delivery job from Hawaii. About 7:30 Jim left, presumably to get the pictures from the car. That was the last we saw of him that night, or for that matter, the next four days.

With the picture album under arm, Jim had closed the trunk of his car and jogged to the marina gate when he heard a voice: "Hey you, don't let the

cont'd on next sightings page

apple — cont'd

gate close." Jim did as he was told, wondering what was going on. He was then pushed against the ramp's handrail, handcuffed and, in answer to his repeated question, "Why are you doing this?", was told, "You'll find out soon enough." He was then carted away and charged with ten counts of robbery with intent to harm. Two days later he was informed that 8-10 people could positively identify him as 'the attacker', and that he has been charged with 1-2 other robberies committed on that same Sunday.

What happened that evening was six elderly people were held-up at knife-point in the parking lot of Tom's Lighthouse, a nearby restaurant. During his escape the assailant had been wrestled to the pavement twice by groups of men. During one scuffle, the attacker seriously slashed a resident of Harbor Island Marina, where the Apple's were then berthed.

Jim, suffering from a bad case of faith-in-the-system and possible naivete, held off getting a lawyer, believing that any minute the authorities would discover their mistake and release him.

After four days of cockrocahes, barefeet, no toothbrush, sleeping on the floor amidst vomit and spittle with 26 cellmates, he was released on bail.

After an exhausting 3½ day preliminary hearing, during which the five people mentioned, plus Barbara and Janet Apple, testified, the courtroom proceedings came to an end. In a 50-minute decision by Judge T. Bruce Iredale, that made me want to run out and sign-up for law school, the case was dropped for lack of motive and positive evidence, the uncertainty of the majority of the eye witnesses, and the testimony of seven alibi witnesses.

I'm angry this case got as far as it did, for several reasons:

1) Why were the five statements given by Jim's alibi witnesses never checked out by the police?

2) Jim was found to have no cuts, bruises or blood smears on him. How could this be if he supposedly had been wrestled to the ground twice by six men and had knifed one?

3) The jacket, watchcap and knife sheath, wrestled from the attacker, which could have proven Apple's innocence, were never lab-tested for fingerprints and hair samples by the start of the trial.

4) The man in the parking lot who yelled for the police and shouted, "That's the son-of-a-bitch!" never even saw the attacker. He acted on a description his wife had gotten from one of the victims.

5) Police came to the Apple's boat after the arrest and had Barbara unwittingly come up with a shirt that most closely matched the one worn by the attacker. Jim was then given this shirt to wear during a photo line-up.

I suggest that the police did not handle the case well.

The result? A $9,000 expense for the Apples; a 3-year period during which Jim can be rearrested upon the appearance of any new evidence; the inablity to continue to live at Harbor Island Marina because of hostile feelings, (i.e. other boaters arming themselves and their wives when bail was posted); and a felony on his record with the label 'case dismissed' rather than 'found innocent'. That's not to mention the stress and emotional trauma.

I am happy to report that on May 17th, the confiscated clothing was returned, along with a statement that the 'case is closed' in regards to Jim Apple.

We all make mistakes, including police departments, but this one could have been avoided. Now I know it would be heresy to suggest that the San Diego police department reimburse the Apples the money required to defend him, but it certainly would be 'terribly uppercrust' to offer a sincere apology for its screw-up. Is there a federal trust fund from which citizens may draw to rectify bureaucratic errors? There damn well should be!

Would Jim apple's case have been handled different if he had been a San Diego property owner and not a 'transient boater'?.

My suggestion to those traveling through these waters: Tiptoe gently into San Diego and (excuse the well-used pun), don't cause any waves!

— *barbara jones*



LATITUDE 38/SHIMON

two hulled top hat

Here's an Independence Day hat that we think can't be topped. It belongs to its wearer, Luv Davis, who's a member of the San Francisco YC. Photographer Lou Kruk caught Luv in her finery up at Lake Tahoe over the Fourth of July weekend. The head dress, custom-made, is reportedly 20-years old. They certainly don't make 'em like they used to!



LATITUDE 38/RICHARD

good ol' s8

We're gonna tell you about this bus, a bus which some people will probably see in their nightmares for months to come.

The bus, which used to shuttle folks from rent-a-car counters to airline terminals, was known as 'Hi-Society'. That's as in the Singlehanded Sailing Society's high ground lookout post at the Hanalei Bay, Kauai finish line of the Singlehanded TransPac.

As pictured here, the bus occupies the ground on which previously stood the Club Med bar, where the finishers of the first Singlehanded TransPac all got drunk together. That's all torn down now, very soon to be replaced by condos that will sell for a million dollars a crack!

Anyway, it was in this bus that for over two weeks the men and women of the SSS TransPac race committee personed their stations searching the horizon for finishers of the race. The 24-hour vigilance was carried out in shifts, and there was no company save the cockroaches and bugs that were so thick one night the bus had to be bombed. No magic bus, old S8.

We bring this bus and race committee to your attention on the behalf of race committees everywhere. While we all race and enjoy ourselves, we too often forget that a lot of people are busting their asses to make it all possible. So the next time you see this bus — or any bus — let it be a reminder for you to think kindly of those who labor so diligently for your pleasure.

sampson of sightings — one man's opinion, once a month

Ernest Hemingway once responded to F. Scott Fitzgerald's claim that the rich are different from the not-rich by commenting that yes, they have money. By the same token, single-handed sailors are a special breed since, all sailors being crazy, they are crazier than the rest of us.

This year's crop of single-handed racers have just completed their biggest event, the biennial race to Hanalei Bay, apparently with few problems. In view of the potential for disaster entailed in sailing over 2,000 miles alone, a couple of broken booms does not make for spectacular headlines. One might conclude that the successful completion of this race by the score or so of sailors indicates an unusual degree of preparedness on their part. It might also be that the weather was less than spectacular, or that economic conditions at home prevented all but the most dedicated (and therefore best-prepared?) from venturing out.

I have been working for years on a treatise on the insanity of ocean racing — but not to worry, this isn't it. Just a commentary on one particular form of this insanity. It's bad enough that people voluntarily subject themselves to the discomfort of being cold, wet, ill-fed, under-slept, overworked and underpaid, as the average ocean-racer is, without the added burden of having no one to blame but yourself when something goes wrong.

Well, everyone's entitled to their own particular brand of insanity, and this being a nominally free world, single-handers are certainly entitled to act out their own delusions, such as believing that they are having fun. No, I'm not going to propose legislation banning single-handed racing — but we should think seriously about how these sailors appear in the media.

Andrew Urbanczyk's monthly contributions to these pages serve as a fine example of a self-confessed crazy-person who at least puts in a little hard thinking before undertaking a voyage. It's obvious from reading Urbanczyk's prose, however mangled, that the man knows what he's talking about, and I congratulate him on the depth of thought and planning that have gone into his proposed circumnavigation. With his preparation, we should have no need to hear harrowing stories of everything that went wrong, and how he would do it differently, possibly interspersed with harangues against various equipment manufacturers. On the contrary, we should hear nothing but entertaining comments on the virtues of one or another brand of sun-tan lotion. Andrew shows unique foresight in tackling the Equatorial Challenger, rather than the obvious insanity of circumnavigating Antarctica.

At the other extreme is a fellow named Webb Chiles, recently returned from a not-very successful voyage in a 18-foot open boat. Read those last words again, and think about it. Why would anyone try to circumnavigate the globe alone in a small open boat if he didn't *intend* to get into trouble, thereby guaranteeing an enthralled readership of armchair sailors whose greatest adventure is defending their lives on the freeway five days a week? There must be some small clue in reading about the lessons learned in a misadventure, designed as such from the start; but I submit that far more valuable lessons are to be learned from folks whose voyages are uneventful, and thus less are likely to make headlines.

No, I don't really object to Chiles, or Urbanczyk, or Kane or Hawley running off to do whatever pleases them. But I do object to the waste of newsprint, not to mention the higher-quality paper expended on hard-cover books, used to glorify the kind of intential insanity typified by Chiles. You can go right ahead with your misadventures, but don't expect me to buy the book. Bravo to the successful planners with no horror stories; a pox on those who look for trouble.

— *fred sampson*

PAN AM

Many anticipate it will be the greatest ocean racing series since — well, in all of ocean racing history! And there's more than a little evidence to support such a claim to superiority. The event we're talking about here is the five-race Pan Am Clipper Cup series to be held in Hawaii from August 7th through the 22nd. To have a grand prix IOR ocean racer on the Pacific Ocean and not to be entered in the Clipper Cup is to be missing in action.

The way we've got it figured there are six top competitive IOR events in the world. In ascending order of importance they are:

6. The St. Francis Big Boat Series held each September on San Francisco bay. Although the event only periodically draws boats from the Atlantic, the reliable strong breezes, the uniqueness of the closed course racing, and the consistent attendance of the west coast's excellent IOR fleet, make it a top world class event.

5. The Southern Cross Series. Sailed Down Under, this event suffers mostly from being held in a far corner of the earth where mostly just Kiwis and Aussies live and sail. But since sailors from these two countries are often considered to be the best on the seas, it's an event that the most dedicated IOR'ers around the world try and do once in their lives.

4. The Southern Ocean Racing Conference (SORC) is held each winter in Florida and the Bahamas. It's the top event in the U.S. because it draws not only the crust of east coast boats, but contingents from Europe, Canada, and the west coast of the U.S. This gathering of eagles has been the top IOR event that's held yearly and will continue to be so. There are, however, some complaints about the mediocrity of the sailing conditions and the undue influence of the gulfstream.

Historically England's Admiral's Cup, held on odd-numbered years, has been the ultimate IOR competition. A five-race series that culminates in the classic 605-mile Fastnet Race, it regularly draws 3-boat teams representing as many as twenty different countries.

But the Admiral's Cup is slipping in prestige because, frankly speaking, the sailing is the shits. The weather is often cold, the water always is, the winds are erratic, and the tides extremely strong. Many owners who have invested a small fortune in the series come back disillusioned at how poor a test of sailing skills it is.

2. The Sardinia Cup is a five-race series held during July of even-numbered years. Only three-years old, this may be the year it surpasses the Admiral's Cup as Europe's most prestigious — it's already Europe's favorite. What's appealing about the Sardinia Cup is that it's centrally located, that the wind and water are warm, and that the Aga Khan makes a pretty good host. This year's event was alluring enough to draw Bill Power and his SORC and Big Boat Series proven Holland 43, *High Roler*, one of the top two or three boats on the west coast.

1. But the king of IOR racing perhaps now and surely in the future will be the Pan Am American Clipper Cup series in Hawaii, which is held on even-numbered years. Clipper Cup has everything going for it, starting with what are consistently the best sailing conditions in the world: consistent trades almost always blow 15 to 25, and the wind and water is tropically warm day and night. The consistent winds allow for courses that really test sailing skills and the races around the island and across the Molokai Channel measure seamanship like few others.

Another beauty of Clipper Cup is that it's centrally located for four of the top sailing countries in the world: Australia, New Zealand, northern California, and southern California (only England — and perhaps Ireland — are located on the wrong side of



LATITUDE 38/RICHARD

Great Fun is a strong threat in a heavy air series. **Condor** and **Passage** (below) will battle for maxi honors. **Hitchhiker** (above) is the



the world). It's also close for Japan, which if not a top IOR country now is certainly going to be one in the near future. Canada, Singapore, and Hong Kong are three countries that have field Admiral's Cup teams that will far more likely opt for the Clipper Cup in the future, as might the fine racing fleet of Mexico.

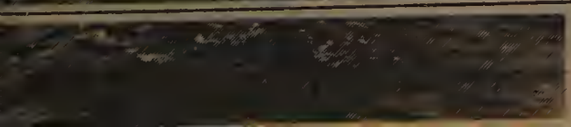


PHIL UHL

Two-Ton World Champ.



LATITUDE 38/RICHARD



Clipper Cup has a bright present and an even brighter future, coming all from a weak start. She was germinated in 1972 as the Royal Hawaiian Around the State Race, a 778-miler that drew eight entries, and was held yearly for five years. Then, about to die, Dick Gooch and the Waikiki YC decided to try and revive the Around the State Race as part of a five-race Admiral's Cup-type series. Dick Gooch was given two weeks to find a sponsor and brought back Pan American Airlines, in what was to be the beginning of their now major sports sponsorship.

Forty-two boats entered that first Clipper Cup in 1978, with the Pan Am Gold Cup going to *Monique*, a Farr 42 that's raced in northern California the last several years under the ownership of Chris Gasparich. A big feature of the series was the two maxis, the old *Kialoa* and the old *Ondine*.

In 1980 a strong fleet of three maxis and 59 other boats competed. Like the previous year, Australia took the team title, lead by top boat *Ragamuffin*, fourth overall *Sweet Caroline*, and 14th overall *Gold Coast Express* (which won five bullets in Class). *Windward Passage* won the maxi class, and *Zamazaan* won Class A honors under the ownership of Bob Cole.

This year 79 boats — designed by 26 different designers — have signed up, all of the top ten boats from the last series save *Ragamuffin*: *Confrontation*, (then *Shockwave*) *Windward Passage*, *Sweet Caroline*, *Challenge*, *Zamazaan*, *Anticipation*, *Tomahawk*, *Shenandoah*, and *Moonshadow* (in order of their finish). Also entered are far more maxis than ever: the revitalized *Windward Passage*, the old 79-ft. *Condor*, the 77-ft. *Vengeance* (ex-*Siska*), the 72-ft. *Apollo*, the 72-ft. *Kialoa II*, and the 70-ft. *Rampant II* out of South Africa. There's not a doggie in the group except the aging *Kialoa II*; nonetheless the battle should be between Kilroy's *Kialoa*, Bob Bell's Dick deaver-driven *Condor of Bermuda II*, veteran Jack Rooklyn's *Apollo* and maybe old *W.P.*

Since most folks — ourselves included — aren't very familiar with the non-U.S. boats, we've tried to do a little investigating to find out who's who among the foreign entries.

New Zealand. There's no country that's got behind their Clipper Cup effort like the Kiwis, who have built more boats than anyone just for the event. Their boating industry was almost destroyed by a devastating 20% boat tax levied in 1979, and Clipper Cup has come along to help pull them out a bit. The deal is that the Kiwis who buy the boats and then sell them out of the country get to write off the effort and don't have to pay the tax — all they have to do is sell them to rich Americans. As a result, seven of their nine boats are brand new and more or less unknown entities outside Kiwiland. Only *Anticipation*, which took 4th and 6th in the previous two Clipper Cups; and Southern Cross team member *Southern Raider*, are not new.

A Kiwi crewmember on one of the new boats told us that the best of the bunch might be *Jumpin' Jack Flash* and *Anticipation*. Their top team is made up of *Anticipation*, *Solara*, and the new Gary Mull 45-footer *Bad Habits*. Team B consists of *Defiance*, *Dictator*, and *Southern Raider*.

When asked how they expected to do, the lad laughed and said: "Silly question, we expect to do very well." He expects the stiffest competition from the Aussies, and knows

PAN AM

nothing really about the U.S. entries.

Australia. The Aussies check in this year with team after team of outstanding boats and crews. Their official A Team is made of the Frers 40 *Hitchhiker*, no less than the current world Two Ton Champ; The Frers 51 *Margarent Rintoul III*, virtual sistership to the boat Dave Fenix chartered to SORC victory this year, and driven by Graham Freeman and a veteran crew from the maxi *Bumblebee IV*; rounding out the A Team is the Davidson 39 *Szechwan*, owned by an 'outsider' but hotly rumored to perhaps be the very best of them all.

Australia's Victoria team is comprised of *Challenge*, which took 5th in the last Clipper Cup; and two sizzling new Dubois', the 39-ft. *Seaulater*, and the 42-ft. *Seaquestra*.

Left for other Australian teams are such outstanding performers as *Police Car*, which ripped the Admiral's Cup four years ago; *Gold Coast Express*, the only boat to take five bullets in the last Clipper Cup; *Sweet Caroline*, winner of 4th overall in the last Cup; and a whole army of other performers. Who do the Australians fear? Other Australians.

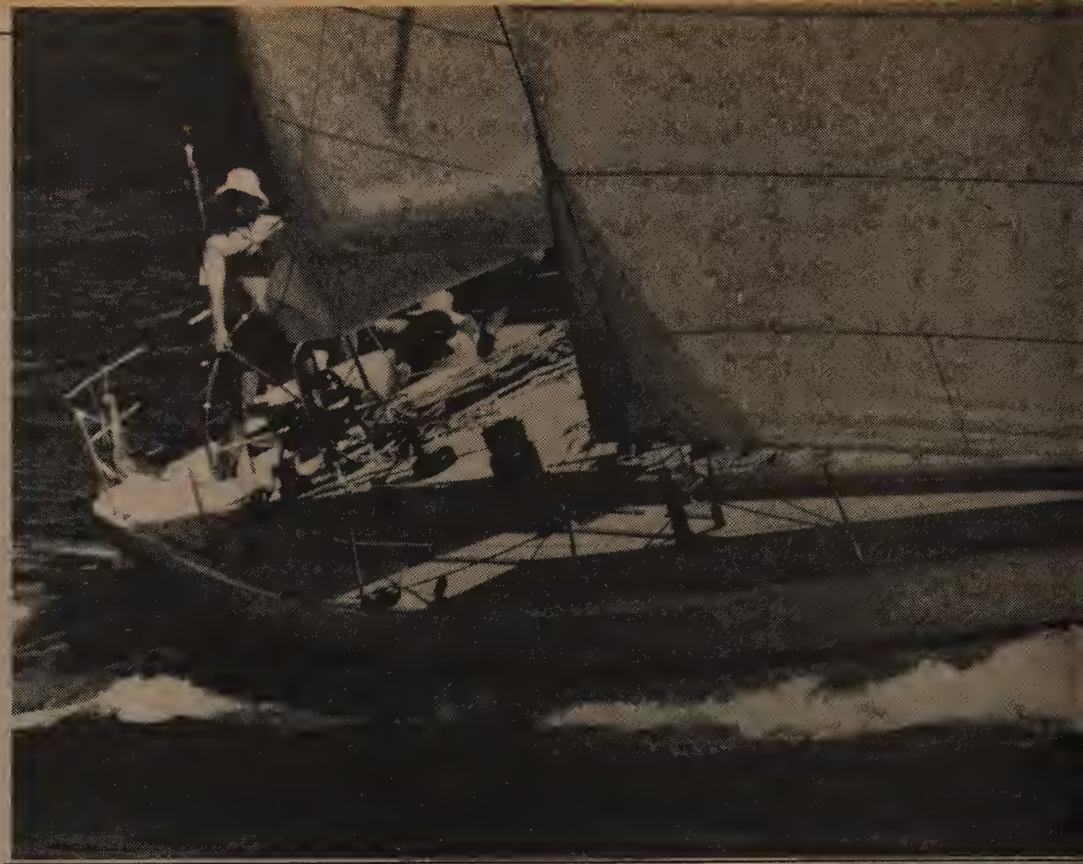
Japan. We were unable to get a good line on the Japanese team, but we can tell you they've entered twelve boats, most by top designers and three by Takai. Their best boat last year, *Unchu*, was 29th and returns this year. The Holland 44, *Big Apple* is a world class boat, as is the Frers 41 *Gekko V*, and the Holland 41, *Togo VII*.

But perhaps their best performer will be the experimental Yamaha 41 sailed by those famous Japanese Lowell North, Ron Love, Peter Barrett, Dave Miller, et al. The Japanese teams have yet to be announced, and when they do North's Yamaha *Superwitch* won't be one of them because they have less than 50% Japanese crew.

The Japanese haven't been too competitive in the past, but as GM and Ford will tell you, you'd better keep your eye on them. We look for them to show solid improvement in this Clipper Cup.

United States. As we go to press, Ben Mitchell has declined to name the U.S. teams — they'll be a red, a white, and a blue — waiting to see if anyone loses a mast on the way over, but they'll probably all be west coast boats and a good number of them from the outstanding northern California fleet.

Mitchell has spent a long time analyzing the results of the last Cup and recent boat



BOAT	TYPE	SKIPPER	PORT
	AUSTRALIA		
Vengeance	Tasker 77	Bernard Lewis	Sydney
Kialoa II	S&S 73	Aus. O. Sail Acad.	Australia
Apollo	72 Lexan	Jack Rooklyn	Sydney
Margaret Rintoul III	Frers 51	G. Freeman	Sydney
Challenge	S&S 46	L. J. Abrahams	Melbourne
Sweet Caroline	Dubois 44	Marshall Phillips	Sydney
Sagacious	Peter Cole 43	Gary Appleby	Sydney
Apollo V	Petrson 43	Alan Bond	Perth
Police Car	Dubois 42	Sir James Hardy	Sydney
Seaquestra	Dubois 42	A.G. Neate	Melbourne
Hitchhiker	Frers 40	Noel Robins	Freemantle
Seaulater	Dubois 39	John McTaylor	Melbourne
Szechwan	Davidson 39	G.W. Halls	Sydney
Gold Coast Express	Davidson 36	E.M. Wood	Australia
Galatea	Swarbrick 36	Tom Anderson	Brisbane
BOAT	TYPE	SKIPPER	PORT
	NEW ZEALAND		
Coup D'Etat	Spencer 53	M.R. Baylis	Whangarei
Anticipation	Lexan 50	D.St.Clair Brown	Auckland
Jumpin' Jack Flash	Davidson 50	S. Woodroffe	Auckland
Kalimera	Lidgard 50	Dennis Jones	New Zealand
Solara	Frers 46	Derek McDonald	Auckland
Bad Habits	Mull 45	Clyde Colson	Auckland
Dictator	Lidgard 39	B. Thom	Auckland
Defiance	Lidgard 39	K. Lidgard	Auckland
Southern Raider	Davidson 38	J. Stephenson	Auckland
	JAPAN		
Sunbird V	S&S 54	T. Yamasaki	Japan
Big Apple	Holland 44	H. Matsuda	Japan
Marishiten	Takai 44	K. Takeda	Hiroshima
Kazo	Peterson 42	H. Tamori	Hiroshima
Ko Teru Teru II	Kihara 42	A. Yamamura	Japan
Superwitch	Yamaha 41	Lowell North	Japan
Gekko V	Frers 41	Shigeru Namiki	Japan
Togo VII	Holland 41	Shigeru Namiki	Japan
Lazy Albatross	Taka 40	K. Kobayashi	Japan
Unchu	Yokoyamo 40	T. Nakatani	Japan
Tobiume	Takai 39	Tadatoshi Saita	Japan
Tsbakuro	Yamaha 34	M. Koumura	Japan
Pussy Cats III	— —	Yoshimiro Iwai	Japan



Top, **Ragamuffin**, Syd Fischer's Class A winner in 1978 and top boat in 1980. She won't return this year, and Dave Fenix's **Bullfrog** (right) hopes to take up where she left off.



PHIL UHL

performances to try and field the very best teams and wrest the Pan Am Gold Cup away from the Aussies. Tipping his hat a little, he hinted that it's likely they'll be a big team, a middle-sized team, and a small team, figuring that's the best strategy against the variables of weather.

Northern California boats considered good possibilities for the team would include Dave Fenix's Tom Blackaller-driven *Bullfrog*; Clay Bernard's *Great Fun* (which could be deadly if it's a heavy air series), Irv Loube's Dee Smith-driven *Bravura*; Monroe Wingate's Chris Corlett-driven *Scarlett O'Hara*, and Jaren Leet's John Bertrand-driven *Irrational*. All of these are absolutely outstanding boats which stand to make the team and give the Kiwis and Aussies a run for their money.

Other northern California entries could also be strong, but they haven't raced enough recently to get a good line on. *Zamazaan* was 6th overall in the last Cup and first in Class A; *Confrontation*, then *Shockwave*, took d 7 in the last Cup overall. Both are sailing under new owners.

Southern California boats likely to make the team include Larry Harvey's *Brooke Ann*, driven by the designing Bruces, Marek and Nelson. Dave Ullman is always tough driving William Palmer's *Shenandoah*, taking 9th overall in the last Cup. John McLauren's *Pendragon* is always strong, and of course Jim Kilroy's *Kialoa* is nothing to fool with.

Monte Livingstone's *Checkmate* has a new keel and some good sailors in Buz Boetcher and Ed Lorance; *Tomahawk*, which took 7th overall last time, has a new keel an Keith Lorance driving for John Areans.

Hawaii. The Islands will no doubt field their own teams, although they have yet to be announced. With their local knowledge and Farr fractional rigs, they could be tough if the wind really blows or gets really flukey. *Moonshadow*, *Libalia Too* were both in the top twenty in the last Cup and should be Hawaii's best performers along with *Uin A Mara*. *Sangvind*, Jerald Jensen's new Farr 48 is under charter to Hawaii's Carrie Ann group which took 15th last time. Another Hawaiian entry is *High Noon*, skippered by Gini Gatejen and an all women crew.

Pacific Northwest and Canada. The Buchan's family's *Glory* was 18th last time and is the only big name boat from up north. *Cadillac Snapper*, however, has the best name and might be tough.

Enough of the previews, let's get on with the racing. August 7 is a 27-mile triangle off Honolulu; August 8 is the 2nd 28-mile triangle off Honolulu; August 9 is the 150-mile race across the nasty Molokai Channel to Honolua Bay, Maui and back; August 12 is the 3rd 27-mile triangle off Honolulu; and August 15 is the 778-mile Around the State Race in which the eight major Islands are "left to port". Record for the last race is held by *Phantom*: 4 days, 3 hours, and 21 minutes, and likely to fall this year.

Gentlemen, hoist your mains! And you Australians, too.



LATITUDE 38/RICHARD

BOAT	TYPE	SKIPPER	PORT
NORTHERN CALIFORNIA			
Swiftsure	58 Frers	Sy Kleinman	Richmond
Bullfrog	55 Peterson	Dave Fenix	Belvedere
Zamazaan	52 Farr	Larry Stewart	Mill Valley
Great Fun	50 Davidson	Clay Bernard	Richmond
Bravura	46 Frers	Irv Loube	Richmond
Confrontation	45 Davidson	David Fladlien	Sunnyvale
Scarlett O'Hara	43 Peterson	Monroe Wingate	Oakland
Irrational	41 Peterson	Jaren Leet	San Francisco
Zingara	39 Soverel	Neville Price	San Francisco
Troublemaker	37 Morgan	Clifford Wilson	San Francisco
SOUTHERN CALIFORNIA			
Kialoa	Holland 81	Jim Kilroy	Los Angeles
Checkmate	Peterson 50	M. Livingston	Los Angeles
Encore	S&S 46	Joseph Hoffman	Newport Bch
Pendragon	Davidson 45	John McLauren	Los Angeles
Celerity	Serendipity 43	Wlm. Ostermiller	Newport Bch
Tomahawk	Holand 43	John Arens	Newport Bch
Brooke Ann	Serendipity 41	Larry Harvey	Los Angeles
Shenandoah	Holland 40	William Palmer	Newport Bch
Cadenza	Peterson 40	Carl Eichenlaub	San Diego
NORTHWEST ENTRIES			
Glory	Chance 54	John Buchan	Seattle
Cadillac Snapper	Davidson 44	T.W.Friedland	Washington
Pachena	Peterson 41	John Newton	Vancouver
Will o' the Wisp	Peterson 41	Don Wilson	Victoria BC
Brother Goose	Carter 40	Bob Sevenich	Idaho
Passages	Peterson 39	Richard Bell	Seattle
HAWAII			
Gerontius	Farr 42	W. Alexander	Honolulu
Uin A Mara	Farr 42	Jim Barnhart	Honolulu
Moonshadow	Holland 41	Tom Walinski	Honolulu
Libalia II	Davidson 40	Art Kamisugi	Honolulu
Siren	Mull 37	U of H Team	Honolulu
Ruffian	Wilson 36	J. W. Byrne	Honolulu
Sangvind	Farr 48	Peter Callaghan	Honolulu
High Noon	41 Peterson	Gini Gatajen	San Francisco
OTHERS			
Condor of Bermuda	Holland 80	Dick Deaver	Bermuda
Condor	Sharpe 78	David Lewis	Bermuda
Windward Passage	Guerney 73	John Rumsey	Atlanta
Rampant II	Lauranos 70	Alan Tucker	Capetown
Carrie Ann	Farr 36	Vic Locke	Hong Kong

MAX EBB

One of my favorite places to spend lunch hour is a little shop specializing in navigation instruments and nautical publications. Especially this time of year, when practically everyone who walks in the door is preoccupied with offshore sailing. They come in for almanacs, sextants, cruising guides, and charts of obscure corners of the Pacific, obviously savoring the experience of having a good reason to buy these things.

Not too long ago I was up on the mezzanine looking for a good introductory book on meteorology, when a familiar sounding female voice from down at the counter asked if the store carried the celestial navigation attachment for her calculator.

"We don't carry that line of calculator," answered the salesperson, "but we do have several other navigation computers. Let me get you some brochures to look at."

I looked over the balcony, and sure enough, it was Lee Helm, examining the specification sheet of some electronic marvel. Now, Lee is a graduate student in Naval Architecture, and I know that she's at least five times as smart as she needs to be to learn to do celestial navigation without the help of a computer. I went down the stairs to the main floor to see if I could straighten her out.

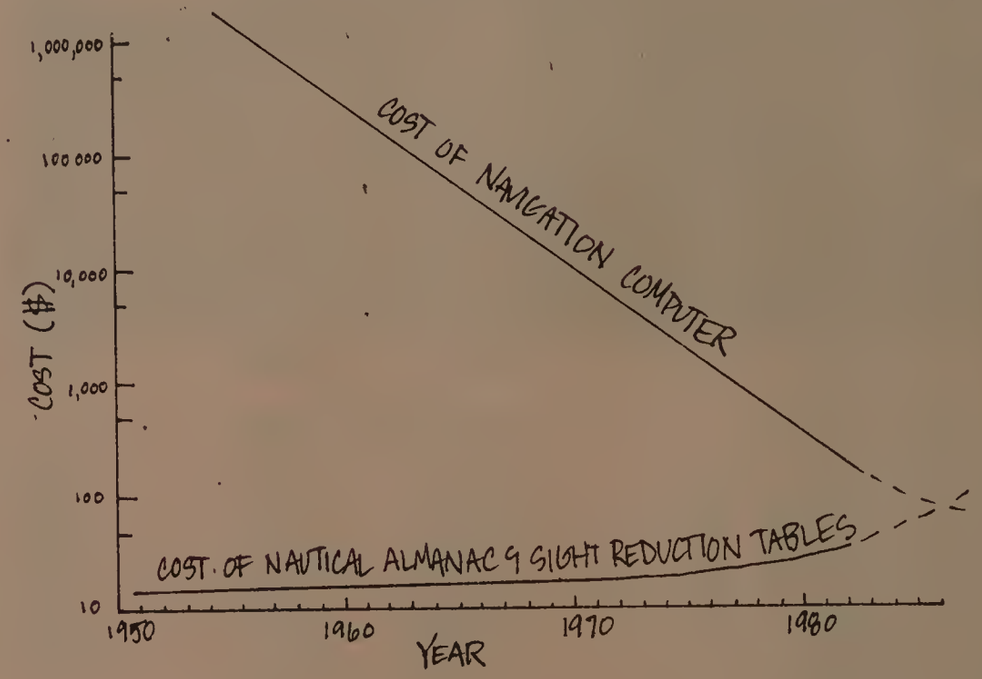
"Now, now, Lee," I admonished, "you know that you really should learn how to do it the right way before you get hooked on one of those contraptions."

"Hi, Max — don't worry, I'm just browsing."

Despite her disclaimer, I continued my lecture on the virtues of doing without.

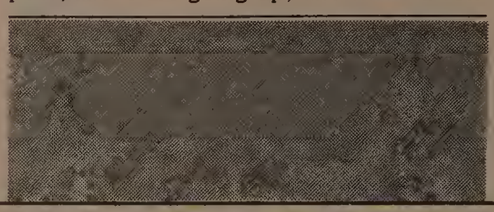
"You're going to have to learn the traditional methods eventually," I advised, "even if only to use as a back-up for your computer. So you might as well start out on the right foot, so you really understand what's going on. They have lots of excellent introductory celestial books upstairs — someone as smart as you won't have any trouble with them at all."

"I agree with you about most of the introductory books being excellent, Max, and I certainly agree that I'm smart enough to learn it without any trouble at all," she said with a grin. "But I don't agree that navigators who use the almanacs and sight reduction tables understand what's going on any better than the navigators who use computers. The inner working of HO-229 or HO-249 are every bit as mysterious to most users as those of HP-41C or NC-77! It's just that you operate some by turning pages, and others by pushing buttons."



"Okay, I see your point. But electronic equipment still has a reliability problem at sea, and it's a lot less expensive to have some old-fashioned sight reduction tables aboard than it is to carry two or three computers."

"Not for much longer!" said another customer in the store, breaking into the conversation. He had been overhearing our debate while he fondled some of the latest model sextants in the display case. "In four or five years, at the rate prices are changing, a navigation computer will actually cost less than the almanac and tables it replaces. Right now, the computer is as low as $200 if you shop around, and the tables are $33.50 everywhere. If you plot out on a semi-log scale the way computing equipment is going down in price, and the way government publications are going up, and make a conservative extrapolation, the curves cross in early 1986!"



Lee was visibly pleased to have found someone in the store who spoke her language, and she asked him if he had experience with the navigation module for her type of calculator.

"Yes, I've used it for over a year, and I think it's the best and most economical navigation computer available, at least for now. It's the only one with an alphabetic keyboard and display, and the manufacturer has a reputation of turning out very rugged, reliable products. I can't understand why it isn't in more widespread use."

"Probably because it's a general purpose calculator," suggested Lee. "And it's able to do things that most yacht navigators have no interest in, let alone understanding of. I think people have an aversion to buying something with capabilities they'll never use.

"Even though it costs less than the specialized computer that does only navigation! Just wait 'til the new hand held 16k computers are on the market at a reasonable price. With good software and an accurate trig algorithm, they'll totally outclass what

you can buy today."

"I can't wait," said Lee. "Once people get used to the idea of having a computer on board, a store like this will be selling a huge assortment of software."

"Hear that?" I said to the salesperson in a stage whisper. "Better start planning to convert the upstairs into a 'Navigation Computer Center'!"

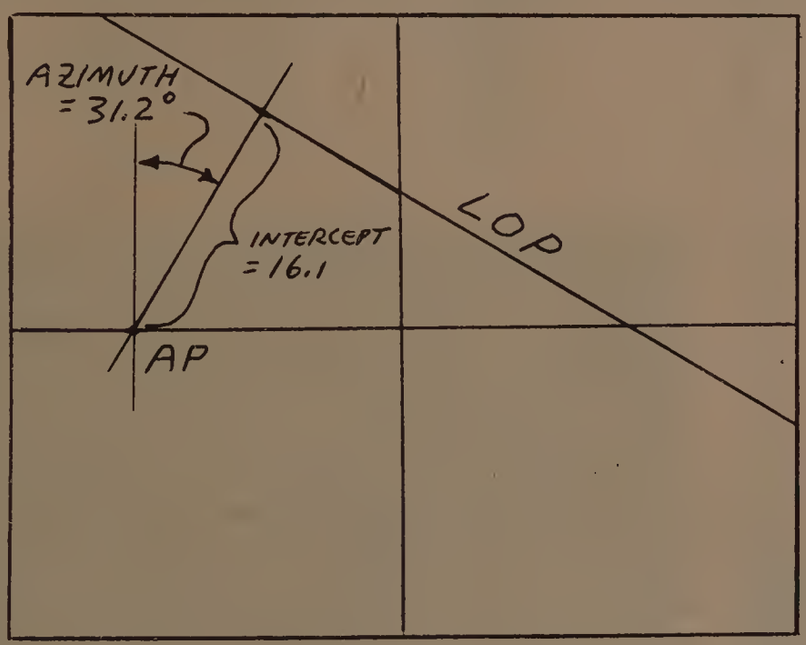
"Now don't be sarcastic," said Lee. "I think he may be right."

"Come on," I said. "There's only a tiny fraction of the people who navigate yachts that have any interest in playing with computers. They have no inherent advantage over the non-electronic methods."

"I developed a system that I call the 'cardinal intercepts' method. Instead of defining the LOP by giving the length and slope of the shortest line segment between the LOP and a known point, which is what azimuth-intercept really does, my method gives you the locations of two points, and you just draw a straight line through the two points to get an LOP.

"Doesn't that require four numbers to be output, instead of two?" asked Lee.

"Not at all. You see, with HO-249, for example, you choose an 'assumed position' that has to be on a whole latitude, and also on some specific fraction of longitude (to make the hour angle whole). With a computer, you're free to put the assumed position anywhere within reason, so most navigators use their DR, or even more common, the intersection of a meridian and a parallel on the chart to facilitate quicker plotting.



LOP plotted by conventional Azimuth-Intercept method. Location of Assumed Position must be determined by Nautical Almanac.

"Just wait a year or two!" predicted our new acquaintance. "Right now, the computer navigation systems just duplicate the old azimuth intercept method, which is based on tables of precomputed solutions. As you know, the 'intercept' and 'azimuth' that you get after reducing a sight are just instructions for drawing a line on your chart. But when you think about it, intercept and azimuth is a very cumbersome way to define a straight line."

"How else would you do it?" I asked.



"The cardinal intercepts methods simply out puts the distance from the assumed position to the LOP, in whichever two cardinal directions (that is, due north, east, south, or west) intersect. So in practice, you put the assumed position at the crossing of a vertical and horizontal line on the chart, and the output is, for example, 8.6 miles north and 14.2 miles east. Then you just tick off those distances north and east from your AP with dividers, and connect the two points to get your LOP!"

That does sound simple," I had to admit.

"One problem, though," said Lee. "What if the LOP runs nearly north-south or east-west, making one of the intercepts so large that it goes off the chart?"

"That's why my program also outputs the angle of the LOP, measured clockwise from north. Either way, it's a lot quicker than the conventional plotting method. In fact, I think I save as much time by using this plotting procedure as I do by using the computer to bypass the sight reduction tables!"

"I still think you people are way off the deep end," I said. "I can understand getting excited over all-electronic navigation like LORAN or the satellite system, and I can definitely see the value of going the simple and traditional route with celestial, but mixing the two?"

"I think it's natural," he countered. "Even the Navy is still very much interested in celestial. They even have 'starlight' telescopes that electroncially amplify very low light levels. It's more like a tiny TV camera and screen. You just turn up the volume until you can see the horizon!"

"You mean they can take star shots all night?" said Lee.

"That's the idea. I've seen these things advertised — they're available for $10,000 or so."

"Amazing," I mumbled.

"I guess the rationale is the SatNav will be, let's say, unreliable while the world's being blown up," Lee speculated.

"Probably something like that. By the same reasoning, celestial could also be very important for people who consider their boat to be a possible retreat from nuclear war."

"Isn't there a problem with electronic equipment of all kinds in that situation?" I asked. "I read an article which claimed that the 'electro-magnetic pulse' or something from even a high altitude nuclear explosion.

would wipe out every micro-processor within a thousand miles."

"That's an intriguing possibility," said Lee. "Just think — a weapon that kills computers but is harmless to everything else."

"Unfortunately," he answered, "I don't think that's quite how it works. And I'm also skeptical of whether an electro-magnetic wave front could really have much effect on a small computer or calculator. But, if you're paranoid, just keep the back-up calculator in a metal box, which should act as a 'Faraday cage' and not let any waves in."

"One refinement I'd like to work on," said Lee, changing the subject, "is a program that will statistically analyze a series of sights, and come up with an adjusted average and confidence bands. 'Least-squares' curve fitting isn't really appropriate, because it puts too much weighting on the bad points that I want to reject."

"I ran into that same problem," said our friend. "The program I use now starts with a simple least-squares straight-line fit, and then outputs how far each of the sights was from the line. I manually decide which sites to reject, and then get a mean and standard deviation from the remaining set. I find it about doubles my accuracy in rough conditions."

"Well, obviously we'll have to trade programs sometime," said Lee. "Meanwhile, I've got to get back to the office. Nice meeting you . . . I'll see you out on the bay, Max!"

Lee went out the door, and the computer-crazed customer went upstairs to the book section. Getting back to the problem of finding myself a good meteorology book, I asked the salesperson if she had a recommendation.

"*Donn's Meteorology*, published by McGraw Hill, is probably the best basic text. We're out of stock right now, but we should have it in by the end of next week."

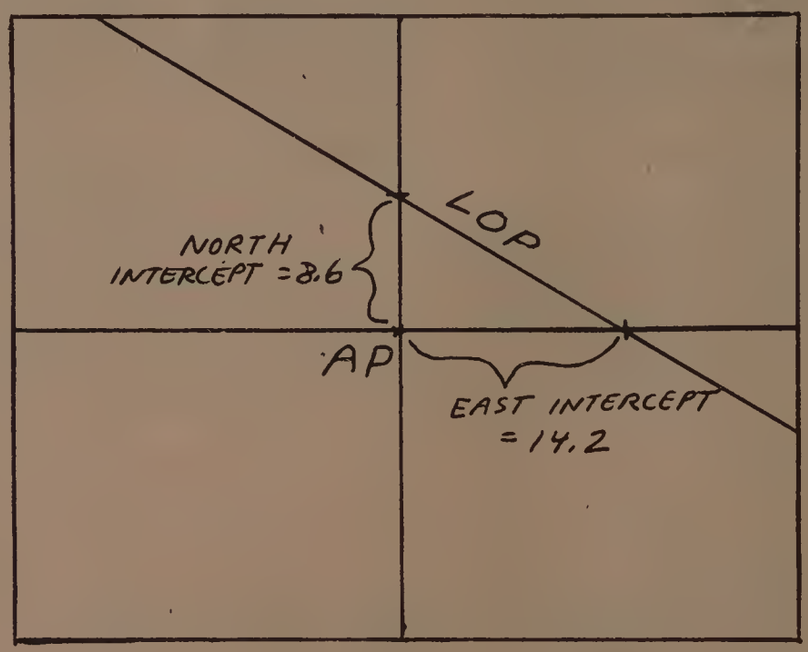
My eyes kept drifting to the navigation computer brochures still lying on the counter. "Okay," I said. "Put one aside for me. By the way, can I have those flyers?"

"Sure — need a tide book, too?"

"Thanks! See you next week."

I scanned the brochures while I walked back to my office. The little machines certainly are impressive. Should I try one on my next trip down the coast? No . . . I wouldn't want the rest of the crew to think that celestial navigation is easy!

— max ebb

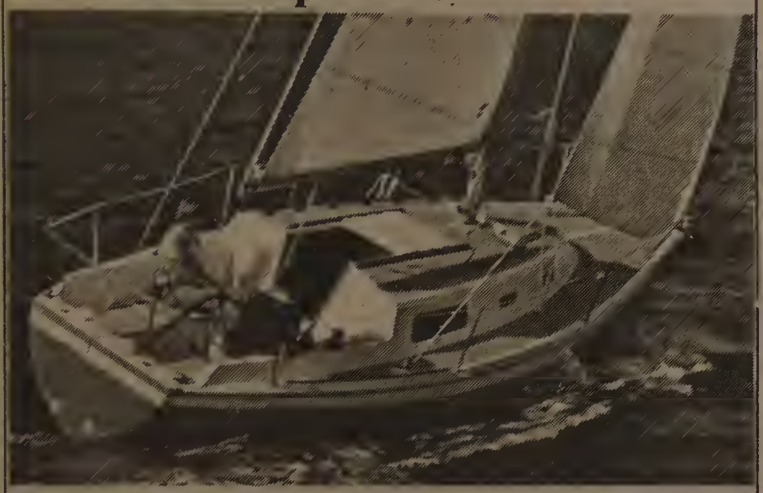


LOP plotted by the method of Cardinal Intercepts. Assumed Position can be located on any intersection of vertical and horizontal lines on the chart.

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"Whether you are looking for a new boat, brokerage boat, one to place in charter, a grand prix racer, or something in between, I hope you will stop by and see what we have to offer."

Paula Blasier

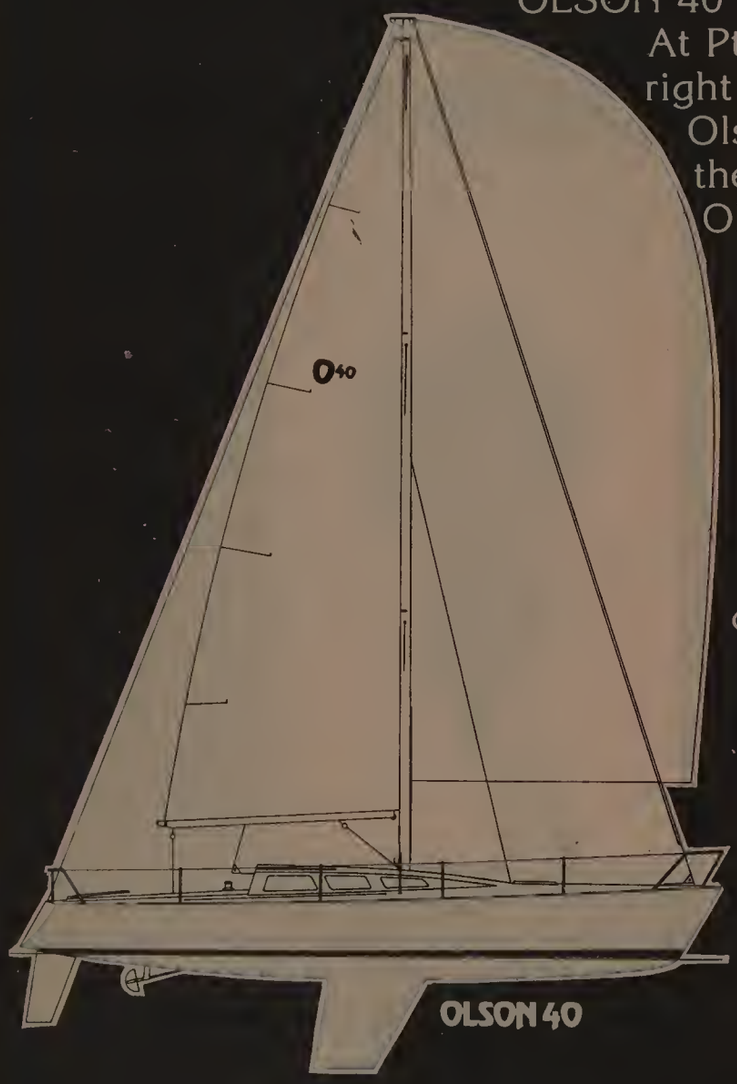
Paula Blasier

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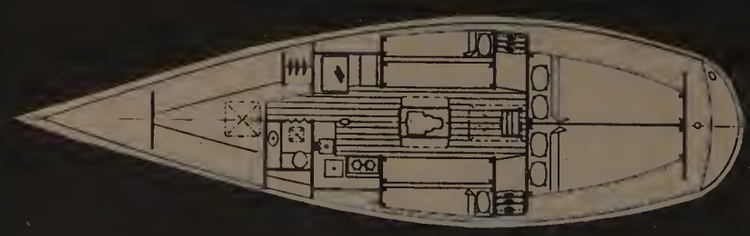


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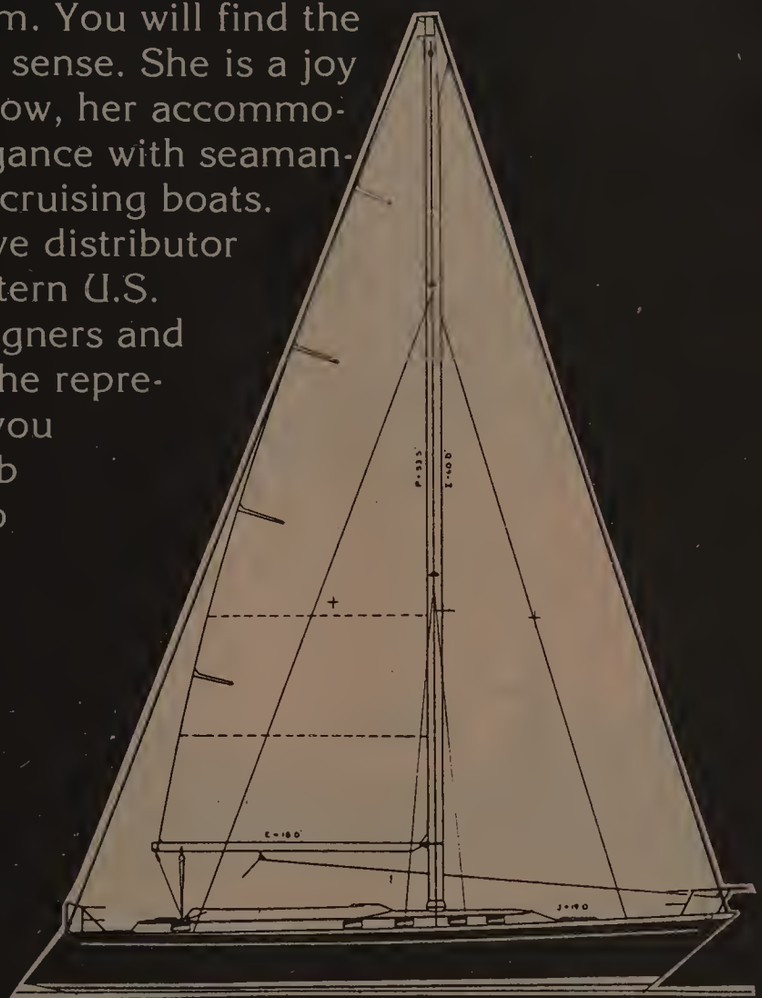
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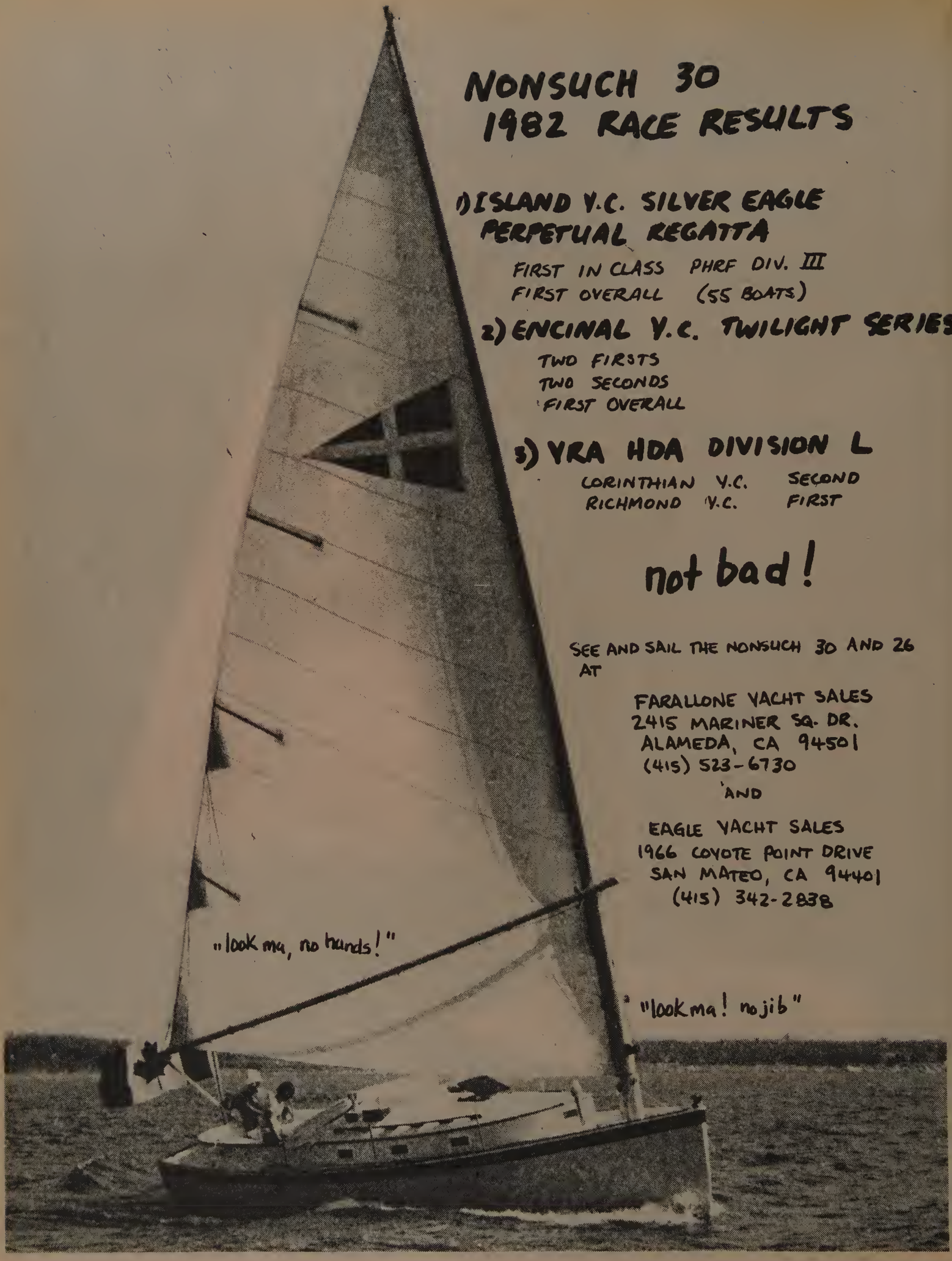
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Mark Twain wrote "To obtain the air the angels breathe, you must go to Tahoe." Heeding his advice, we found this year's Trans-Tahoe Race the perfect opportunity for some heavenly respiration. It's hard to resist the charms of the "big water", a clear blue gem ringed by evergreens. Glassy water conditions in the mornings make for perfect water skiing, while the afternoon breeze provides excellent sailing, and many of the locals pursue both activities with equal ardor.

This year's July 10th Trans Tahoe, the 14th annual, came at the end of the first Tahoe Sail Week. Organized by Greg and Janice Dorland, the week long event offered something for everybody: PHRF racing, one design, Aussie 18's, centerboarders and catamarans, women's racing and the 24-mile Trans-Tahoe. Participants came from Folsom Lake, Santa Cruz, Sacramento, Whiskey Town and San Francisco Bay. The turn out was impressive, especially the 115 boat fleet that went on the Trans-Tahoe, the latter sailed in picture-perfect conditions.

Greg Dorland, who both ran and participated in the Sail Week, is one of the young leaders of the Tahoe sailing community. He grew up on the lake, and has competed successfully there and elsewhere, including San Francisco Bay. Currently he's a dealer for J-Boats and Olson 30's, as well as a rep for North Sails. His main competition, both on the water and off is John Clauss and his brothers Mike and Jim, and sister Jo. The Clauss's sell Moore 24's, Express 27's, the new Hobie 33, and the smaller Lasers and sailboards. John's girlfriend, Candace Garnett, runs a canvas repair shop and reps for Horizon sails. Together, these two groups have the west shore pretty well covered with high performance sailing, and their head-to-head competition inspires those around them.

One of the most surprising things about the sailors of Lake Tahoe is their knowledge of what's going on in the rest of the sailing world, specifically the Bay Area. Because of their relatively short sailing season (June, July and August), they frequently travel down the mountain for some salt water sailing. Besides Dorland and Clauss, there are several familiar to the Bay area, folks like Lester Robinson and Viola Nungary, who sail the Moore 24 *Legs*. Likewise, many Bay Area sailors like to go to Tahoe. At the Trans-Tahoe there were several familiar faces, including Oakland's Don Trask and Alameda's Jake van Heeckeren.



LATITUDE 38/SVC

Drawing a crowd.

Part of the lure of Tahoe are the milder summer conditions than the Bay's vacuum cleaner westerlies. The summer wind pattern is a light easterly in the morning followed by a 10 to 15 knot westerly from 2:00 or 3:00 p.m. to dusk. Thunderheads, formed by the rising moisture from the lake and snow (the northern exposures still have tons of snow this year), can build during the day and bring strong winds when they crack open.

It was exactly these conditions, minus the thunderheads, that prevailed for the Trans-Tahoe. Scheduled to start at noon in the new Olympic Circle off of Homewood, the fleet floated lazily about in the light easterly for a good hour while the committee waited for more breeze. It was an excellent opportunity for everyone to check in with friends, drink beer and ogle the bikinied beauties who were getting a good jump on their tans.

Lest we create the wrong impression, it

TRANS-

should be pointed out that sailing at Lake Tahoe is not all high performance speedsters. There were a fair representation of cruisers in the fleet in addition to the Santana 20's, Olson 30's, Santa Cruz 27's, J-24's, Moore 24's, and Merit 25's. The most elegant, and also the only all wood boat, was *Caravel*, a Kettenberg 38 sailing out of Zephyr Cove, on the east side of the lake.

Caravel is part of the rental fleet at Zephyr Cove Sailing Center. There are numerous places to rent small boats like Lasers, Hobie Cats, and Windsurfers on the lake, and more cruising charters are becoming available. Besides Zephyr Cove, Airborne Sailing at Sunnyside on the west shore rents overnight cruisers, such as a San Juan 21, a San Juan 7.7 and a Moore 24.

As a cruising ground, Lake Tahoe offers many choice possibilities. Many of the coves and beaches, especially on the east shore, are easily accessible only by boat. There's even a "boat park" in Emerald Bay on the southwest corner which is a mile from the nearest road! For those who want to be more sociable, you can park in downtown South Lake Tahoe and partake of the nearby gambling and partying on the Nevada side of the border. One way to get it all is to circumnavigate the lake, which can be done in three to five days.

Janice Dorland really cleaned up at Sail Week.



LATITUDE 38/SVC

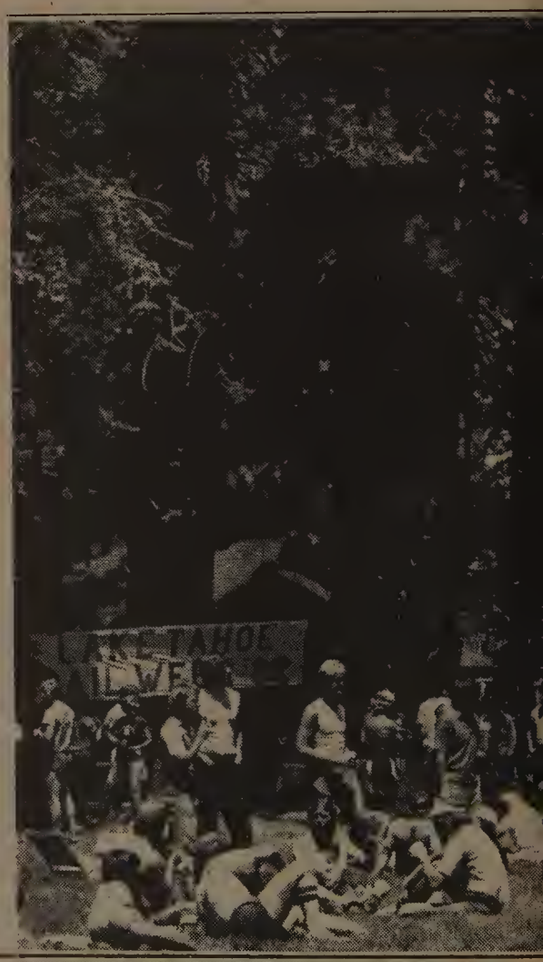


Above: Mickey Lowell's Tahoe 28 shows her bloopers to the ferry. Below: Homewood Green.

Bringing your own boat up eliminates the cost of chartering and where to stay. Getting in and out of the water is expensive, though, and can cost anywhere from $18 to $30 *each way*. The reason for this is that most of the launching ramps and hoists are privately owned. There are public launch ramps, but they are too shallow to launch a fixed keel boat. The two main yacht clubs, Tahoe and Windjammer's, do not have launch facilities. Tahoe YC, the larger of the two, doesn't even have a clubhouse, a situation which will hopefully be soon remedied.

Anyone considering spending a summer on the lake might want to join either of these clubs. Tahoe YC, located at Sunnyside, has 300 members, half of which are from out of the area. Initiation fees run $60 and annual dues are the same. Windjammer's YC, in South Lake Tahoe, has 70 members, mostly locals, and charge about half as much per year. Both run active programs, including a Wednesday night series, ladies races, singlehanded races, a summer race series and overnight cruises. There are planned events every weekend from April to November, with several big regattas such as the Memorial Day Races in May, the Southern Crossing in June, the Windjammer Classic on Labor Day and, of course, the Trans-Tahoe and Sail Week in July.

And what of the Trans-Tahoe this year? Well, many figured the winner would be Greg Dorland in his J-36 *Primaverra*, the





LOUIS KRUK



LATITUDE 38/SVC

Left to right: Candace Garnett, Mike Andrews, Carston Owens, Lester Robinson, Mike Franceschini.

champion in 1981. The race often goes to the largest boat in the fleet, simply because the wind usually dies at sunset before the smaller boats can save their time on the first finishers. Dorland got off to a good start in the light easterly, followed closely by Greg Felilch's Moore 24 *Airborne* and Jim Gannon's Sonoma 30 *Caliente*. Also in the early hunt was Mickey Lowell, sailing the new Tahoe 28 made by Santa Cruz's Terry Alsberg.

After a short windward leg, the fleet headed south to a mark at Meeks Bay. When the westerly filled in, Lowell played the shift right and picked up ground, as did John Clauss on the new Hobie 33. On the reach across the lake to Secret Harbor, the Hobie utilitzed its 30-foot waterline and 838 sq. ft. spinnaker to pass everyone but the J/36, and started the beat back to Homewood just seconds behind. Sailed in a gentle, sun dappled 10 knots of breeze, the last leg was one for the memory books. Many contestants remarked later that it was one of the best sails of their life; with the 150 jib flying and the crew perched on the rail, the fleet sailed into the late afternoon sun, playing on the ripples. The flew home like a flock of birds.

Primaverra pulled away from the lighter Hobie 33, but overstood the finish by a quarter mile. That allowed Clauss to slip in, but two smaller boats managed to sail well enough on the last leg to correct out over both. Tom Jones' *Dancer*, a Santana 30/30 from the north shore took the honors in Class A, and was second overall to Kim Desenberg's *Mr. McGregor*, a Wylie Wabbit from Alameda. The win for Desenberg gave him a double bullet, having won the Fourth of July regatta a week earlier at the start of Sail Week.



LATITUDE 38/SVC

The last finisher came in just before 11:00 p.m.; some years the Trans-Tahoe goes all night if there's no wind. They pass out the trophies the following day. After a picnic on the Homewood Green, just across the street from the ski area, the winners got their silver. The largest trophy, a massive wood and bronze memorial to the late Jake

TRANS-TAHOE

Obexer, one of the first avid racers on the lake, went to John Clauss for being the highest Tahoe YC finisher.

When the ceremonies ended, everyone packed up for home. The green was soon deserted and there was but one thing left to do: bodily test the clear, cool waters of the lake. It was once thought that swimmers would sink if they tried to go in over their heads, and it's a fact that dead bodies don't float to the surface of the lake (the cold water prevents them from decomposing and producing gas). The lure of the crystalline water is too much, however, even if the shocking cold prevents a long, lazy immersion.

These same waters were once the staging area for one of Tahoe's most notorious watermen, the 260-pound Martin Lowe. E.B. Scott, in his excellent book *The Saga of Lake Tahoe*, chronicles Lowe's adventures in the early part of the century. A cagey buffoon, Lowe dove for coins and lost objects, usually spending the fruits of his labor on booze. He is one of many characters described by Scott, and the book is well worth perusing.

Fortified by Lowe's spirit, we took the plunge and were rewarded with a spine tingling swim. The pleasures of Tahoe are many, and they are there but for the taking.

– latitude 38 — *suc*

TRANS-TAHOE RESULTS

BY DIVISION:

1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg, Alameda; 2) **Dancer**, Santana 30/30, Tom Jones, North Shore Lake Tahoe; 3) Hobie 33, John Clauss, Sunnyside, Lake Tahoe; 4) **Primaverra**, J36, Greg Dorland, Homewood, Lake Tahoe; 5) Wylie Wabbit, Mike Clauss, Sunnyside, Lake Tahoe; 6) **Ricochet**, Moore 24, A. Kenstler, Redding, CA.; 7) **Holy Smoke**, C&C Mega 30, J. Barickman; 8) Tahoe 28, Mickey Lowell, Sunnyside, Lake Tahoe; 9) **Summer Breeze**, Santa Cruz 27, G. Hack; 10) **Caliente**, Sonoma 30, Jim Gannon, Petaluma, CA.

OVERALL:

Class A: 1) **Dancer**, Tom Jones; 2) Hobie 33, John Clauss; 3) **Primaverra**, Greg Dorland. **Class B:** 1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg; 2) Wylie Wabbit, Mike Clauss; 3) **Ricochet**, Moore 24, A. Kenstler. **Class C:** 1) **Maximum Goose**, Merit 25, B. Hellman, Reno, NV.; 2) **Lyons Den**, J24, T.& J. Lyons, Lake Tahoe; 3) **Slithergadee**, J24, J. Niesley, Sacramento. **Class D:** 1) **Yukon Jack**, Holder 20, R. Whitfield, Sacramento; 2) **Contagious**, Santana 525, P. Mitchell, Sacramento; 3) **Golden Poppy**, Catalina 27, B. Briner, Lake Tahoe. **Class E:** 1) Santana 20, A. Ingalls, Sacramento; 2) Wilderness 21, S. Wailstrom, Truckee; 3) **Madman**, Santana 20, M. Whalen, Sacramento. **Cruising Class:** 1) **Kasu**, Santana 23, J. Woolen, Sacramento; 2) **Impetus**, San Juan 30, Bill Conley, Reno, NV.; 3) Ranger 23, Wes Bender, Lake Tahoe.

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DIVERS

There's a group of folks around the Bay who make their living cleaning your bottoms. They immerse themselves in the muddy, cold and sometimes electricity-filled waters around your yachts and scrub away, cleaning off the sludge and barnacles. In the winter they risk hypothermia by diving for



Hi Ho, Hi Ho, it's off to work we go.

hours at a time in the 45 degree water and they are often exposed to raw sewage that dumps into the Bay after the rain storms. The work is hard, and sometimes dangerous. The pay is adequate, but the regulars are often undercut by competitors in the summer months. What could possibly make these folks want to do this kind of thing?

The reasons vary from diver to diver, but there are several common themes. They like being in the water, they like running their own business, and they like the less hectic pace they find in the marinas. "It's like country living, only you're in the city," says Dan John of Richmond. Known as Diver Dan, John is the senior member of the Bay's bottom cleaner's brigade. At 35 years of age, he's been at it full time for the past five years and worked part-time for five years before that. Physically he is the archetypal bottom diver: lean, well-muscled and sturdy as a horse. Assuming you can avoid getting pneumonia, hepatisis, drowned or electrocuted, scrubbing hulls has to be one of the most health inducing professions around.

How do people get into the business? Usually they already know how to dive. They see someone else getting paid to be in the water, and they figure they can do likewise. Bob Galvan, for example, (also known as Bottom Bob) was a cook at the San Francisco YC four years ago. He'd just gotten his diving certification at the College of Marin. One day he saw some guys doing bottoms in the harbor. Next thing you know he was doing it too, and he got his wife Chris Cruikshank into the act too. Late in 1978 Bob broke his neck surfing and was laid up in a body cast for six months. Chris asked her sister Laurie, also a diver, to help out, and the two women carried the business until Bob was on his feet again. Laurie then set up her own operation and is still going strong.

Bob and Chris are not the only man and wife diving team on the bay. Dave and Judy Sullivan are another couple who go down together. Dave's been a Navy frogman for 11 years. He also taught diving in Florida, where Judy was one of his prize pupils. "She's the best student in the water that I've ever seen," says Dave. They started doing bottoms in Florida and continued when Dave was transferred to the bay area two years ago. After he retires from the service in a couple of years, they plan to keep working until they can buy a sailboat of their own and go on an extended cruise.

Having the proper equipment is a key element in being able to do the job correctly and efficiently. Most of the divers wear a long john suit under one or two jackets. Wet suit booties and flippers go on their feet. Some wear wet suit gloves or just leather work gloves to protect their hands, both from the cold and also to keep from getting cut up. Their head is protected by a wet suit hood (sometimes two), and a diving mask. Add to that 25 lbs. of lead to neutralize their buoyancy and an 85-pound air tank, and it's easy to see why they're in such good shape. Just swimming around in all that stuff would exhaust the average person. The bottom cleaners not only have to get in and out of the water with all that gear, they also often



have to lug it around on the docks from boat to boat during the course of a working day.

The actual scrubbing equipment is stuff you can find at any supermarket. Most use the white, blue or black "Out Scrubs A Scrub Brush Scrubber" made by 3M. The Sullivans prefer the synthetic cloth "greenies" used for cleaning dishes. The trick is to use the softest scrubber that will remove the growth on the hull quickly and not take off the bottom paint with it. The plastic handled 3M scrubbers are

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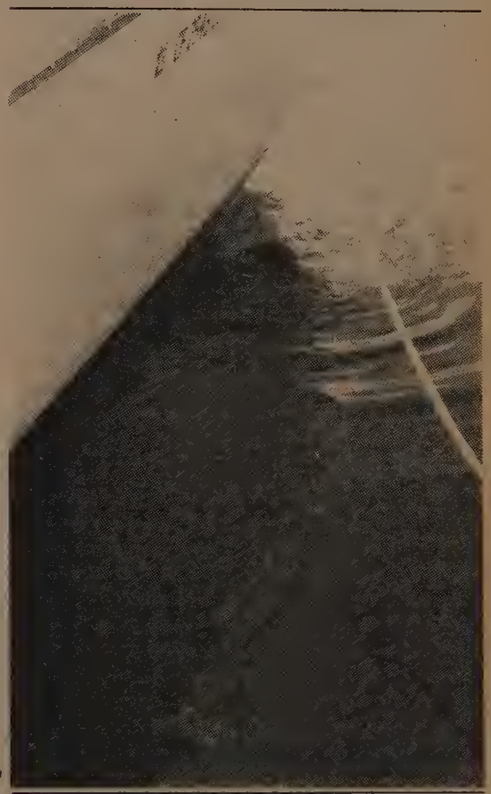


Bottom Bob and his wife Chris show the by-products of their labors.

also good for scraping off barnacles.

Divers are frequently asked how often a boat needs to be cleaned. Most agree it depends on what you use your boat for. Racing boats should be done just before a race. Even if there's no beard growing on the bottom, there's always a film of scum that accumulates in a short time. Cruising boats, or "floating picnic tables" as one diver referred to them, need to be cleaned less frequently, but should also be on some sort of regular schedule. Most of the divers try to set up a monthly visit and feel three or four times a year is the absolute minimum. Besides just cleaning, a good diver checks the zincs and prop and can report any problems that might be developing.

Another common question is which bottom paint do they recommend. Again it depends on what kind of sailing you do. Racers require a harder, smoother paint, while cruisers can do well with softer, less expensive paints. Micron 22 gets good marks from many of the divers. It's smooth, will remain anti-fouling for up to two years, and doesn't lose its effectiveness if you haul the boat out of the water. That's because the paint and poison are chemically bonded together, not mechanically mixed like most other bottom paints. The only problem with Micron 22 is it requires extreme care in application and will sometimes blister after it has been applied. Also, fiberglass primer eats



Scrub a dub dub.

Micron 22, so if you have to do a patch below the waterline, you have to repaint the entire bottom. The divers also recommend Z-Spar's B-90, Baltoplate, Vinelast, Woolsey Neptune, and Triple C, among others.

Dealing with electrolysis is the divers' other main job. People talk about "hot" harbors around the bay, but it seems it's more a case of "hot" boats. The amount of electricity in the water varies from berth to berth. Some of the older harbors where the wiring isn't up to code will have more of it, and metal hulled boats will often put out more juice than wood or fiberglass ones. Dave Sullivan recalls one situation in the Napa River where he approached the screw of a boat and the water was fluttering like a neon light. The

DIVERS

boat had been eating up zincs like crazy, and it was easy for him to see why. As he got even closer he began to feel the metal fillings in his teeth vibrating! The problem was due to improper grounding and the electric supply on the pier. Now, when he works on that boat, he has to unplug it from the shorepower completely to keep from getting electrocuted.

Changing zincs and propellors is relatively simple for the divers, even though they have to do it with bare hands, which stiffen in the cold. One of the selling points they use with a customer is that they can do just about anything underwater that you can do with the boat out of the water, except painting. That means that rather than have your boat hauled, you can hire them to do work below the waterline and not have to pay hoist and yard charges.

Besides cleaning bottoms and changing zincs and props, divers can be useful in a variety of different ways in the undersea world. Dave Sullivan was cleaning the hull of a brand new $250,000 boat about to go on the TransPac, and he discovered the keelbolts were loose! Better to find out at the dock rather than mid-ocean. Many divers get calls to find dropped objects, such as watches, winch handles and other items of greater or lesser value. Finding lost or snagged anchors is also a good sideline. When things slow down for Bottom Bob, he follows underwater cables along the bottom of the bay and collects anchors that have snagged. Using buoyancy bags, he then floats them to the surface and sells them. He also recommends if you ever can't get your anchor up, you should tie a buoy on it and get a diver (like him) to retrieve it. It's cheaper than buying a new anchor!



Mac McWilliams.



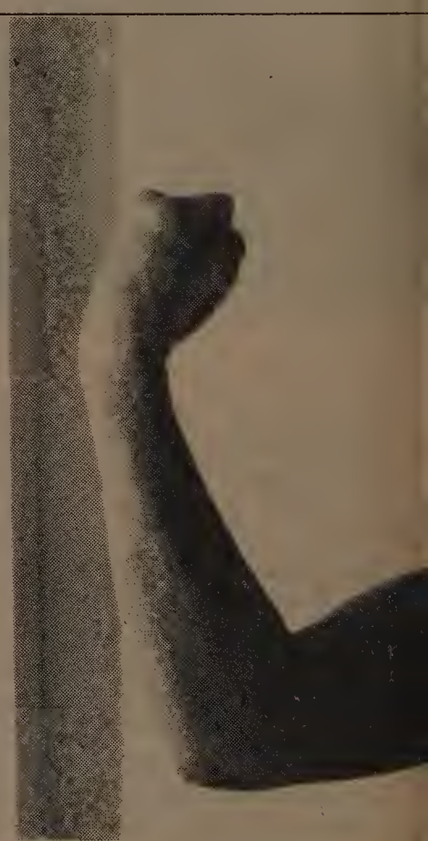
"Diver Dan" John.

Swimming around in the icy, murky waters of the bay, where visibility is sometimes less than a foot, can be freaky. Divers have to be constantly on the alert not to get crushed between boats and piers. They also have to be wary of people onboard who may not know they're there. Mac McWilliams, an Alameda diver with a roguish gold earring, recalls working on one boat and suddenly the drunken owner started the engine and put the prop in gear. Mac didn't waste any time telling the owner what he thought of that!



Judy Sullivan.

Chris's sister Laurie has pretty good biceps, too.





Dave Sullivan.

The most spine chilling tale, though, has to be Laurie Cruikshank's encounter with a creature of the sea reminiscent of the moray eel in the movie "The Deep". She was cleaning the bottom of an old Navy lifeboat moored in San Francisco's Gas House Cove. There was a lot of growth on it, including layers of mussels and barnacles. Also living there was an eel. Charging out of its hiding place as Laurie's scraper approached, the slimy creature banged her square in the face mask. "It scared the shit out of me," she says, "and I literally levitated out of the water onto the dock."

Not all the lifeforms in the Bay are so threatening, and on days when visibility is good, quite a few fish can be seen. Mostly there are small bait fish, such as herring and anchovies, as well as sea slugs, mussels and crabs (which like to bite your hand while you're searching for something in the mud). Many of the divers felt it would be okay to eat fish that came out of the bay, but caution against eating shellfish or anything that filter feeds.



Mark Egeland.



After being in the water five or six hours a day, the divers begin to feel a bit like fish themselves. Wearing a wet suit all day can be tough on your skin, and many divers experience something akin to diaper rash. "You get to feel like a wet cracker by the end of the day," says Bill Alber of Full House Diving, who dusts himself down with baby powder before suiting up. In the winter, when water temperature drops from 60 to 45 degrees, it can get unmercifully cold. Hypothermia becomes a danger, and the divers learn to recognize the early warning signs. The best antidote is sitting in a hot tub or drinking hot fluids. They also burn up a lot of calories trying to heat up the water around them, which gives them tremendous appetites.

Bottom cleaning is a seasonal business, with more work in the warmer summer months. The full time divers, though, work at it all year round, and they resent the opportunists who show up with a scuba tank and a scrub brush in the spring. Often the newcomers are college kids looking to make some extra cash during school vacation, and they can charge less than the regulars. The going rate is usually $.75 to $1.25 per foot for cleaning hulls, with an hourly charge in the $20 to $30 range for replacing zincs and



Joss Wilson.

other work. The summertime workers will charge half those amounts, leaving the regulars in a bind. With the current recession, there's less discretionary income available for the average boat owner to spend on maintenance, making the part-time workers' presence even more distasteful. "Sometimes I have to lean on them a little," says Mac McWilliams, "and let them know that they're taking bread and butter out of my mouth. Those of us who do it for a living can't afford to compete at those lower prices."

One of the younger divers just starting out, Mark Egeland of Down Under Hull Services, doesn't like to see the bickering that goes on, which even includes acts of vandalism such as ripping down bulletin board ads for divers. Mark observes that there are plenty of boats out there in the marinas, and there should be plenty of work for everyone.

Most of the divers we talked to were in their 20's. They didn't see themselves still doing it when they were 40, but some, like Diver Dan, plan to keep the business going, hiring younger people to do the in-the-water work. Cleaning bottoms is just too physically hard — "debilitating", says Bottom Bob — to continue for a long time. That doesn't mean they wouldn't want their children to do it, however. The Sullivan's 6-year old daughter Katie is eagerly awaiting her first assignment, which Dave says won't happen for another three or four years until she can be certified as a diver. Katie wants to start with waterlines and work her way down.

> "You feel like a wet cracker by the end of the day."

Diver Dan sums up the lot of the bottom cleaner when he says it's hard work. You're always on call and sometimes you even have to go out at night to fix a prop or get a boat ready for a big race the next day. But he likes being outside, being active and being in the Bay . It's hard for anyone to appreciate his work because they never see it, but like his fellow divers entranced with the lure of the deep, it's the best way going to make a living.

— latitude 38 — *svc*

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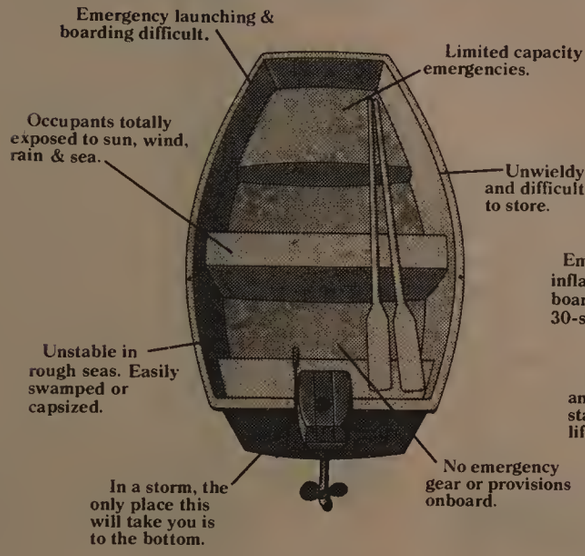
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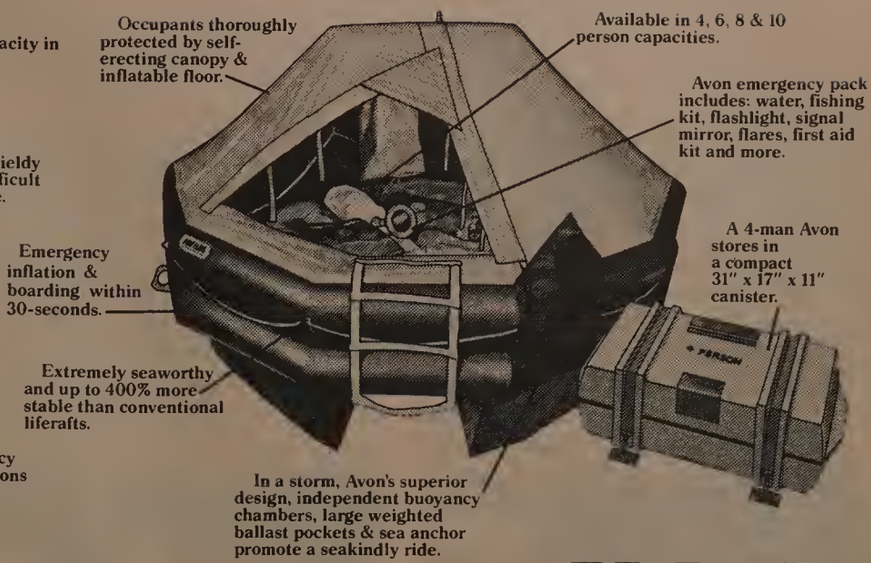
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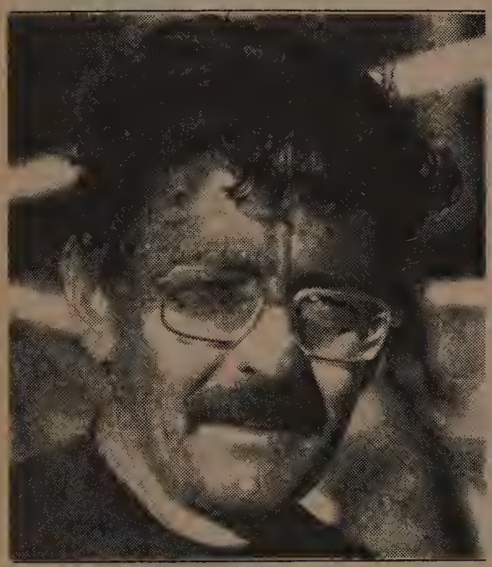
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AUSSIE 18'S

This year's Aussie 18 circuit in the US produced several firsts: the first major 18 championship without the presence of recently retired Iain Murray, six-time world champion from Sydney, Australia; the first time an all-American boat won a race in the US; the first time the "Ayedeens" and their crews traveled to Lake Tahoe for a High Sierra Fourth of July regatta. For the lads from Down Under, accustomed to the balmy wind and water of Sydney Harbor, it was a might disconcerting

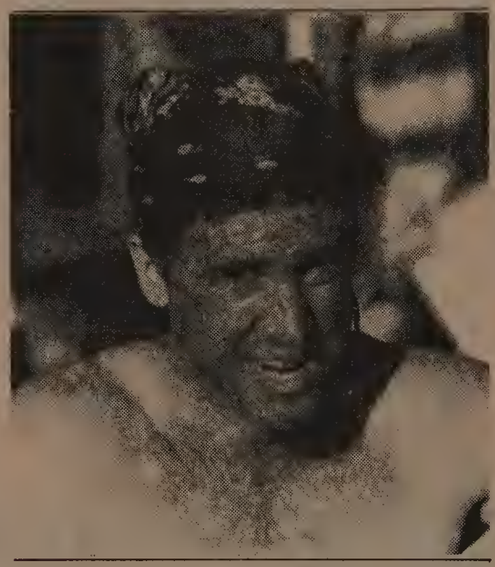


Peter "Zorro" Sorenson.

to see "all that white stuff" on the mountainsides and to feel the chilly waters of the lake.

This is the third time in as many years that the 18's have toured the US, with the Coors 18 Foot World Championships on the bay being the pivot point each time. The boats, with their three-man crews perched precariously on trapeze wires five feet beyond the gunwhale on metal racks, have revelled in the bay's summer time fare, and never fail to draw a good spectator fleet. With no restrictions on hulls other than length, 18-footers are the leading edge in boat building technology. Atop the 129-pound carbon fiber shells, the sailors raise any one of four rigs: big, bigger, bigger yet and "Oh My God, you're kidding!" the only rule they live by is if the boat explodes then you had too much sail up; if it doesn't, then you're not pushing as hard as you could. This is life in the very fast lane. On the final day of this year's Coors regatta, motorboats struggling to keep up with the spinnakered 28's reported they were hitting speeds of 32 knots!

Life without Iain Murray has created some changes in 18 racing. The invincible trio of Murray, Andrew Buckland and Don Buckley has split up. While Murray pursues the America's Cup in 12 Meters, Buckland and Buckley are still in 18's. Buckland helped Sydney lawyer Peterson Sorenson win the Coors series on *Tia Maria*, which won five of the seven races, while Buckley helped John Winning triumph in the High



Bard Chrisman.

Sierra championships in the *Mitchell Cotts* boat.

The spreading around of talent from Murray's old *Color 7* gang is viewed as a healthy development for the 18's. There is no longer one guy who everyone knows will win it (it used to be impossible to bet on Murray to win in Australia — the only healthy wagers were on who would finish second). Sorenson, 40, has been paying his dues long enough and now has a chance to step into the limelight, but he will be seriously challenged by the younger Winning as well as Kevin Wadham, who was third on the bay and second at Tahoe. Also doing well was Peter Brown, sailing *Stubbies*. Brown was a crewmember on the 1980 Aussie 12 Meter in 1980 and showed good speed and consistency in the 18's.

And what of the Americans? After three years of banging around in these strange craft, they're beginning to get the



Out on the racks.

hang of it. The Baylis brothers, Trevor and Will, along with Steve Brilliant, even managed to take the winner's gun, the first time a Yank crew has done that. In the fifth race of the Coors series, after switching up from their #4 to the bigger #3 rig on *Celeste Pizza*, the trio put together a strong showing and topped the field. They were aided by Sorenson's mishaps during that race, which included starting seven minutes late after a rig change as well as a stop at the beach to mend a broken halyard. One of the other two American boats, *Coors*, sailed by Jeff Madrigali, Jim Maloney and Mike Turner, also did well that heat, just losing to *Tia Maria* at the finish to take third. No one has suggested the Aussies start shaking in their seaboots yet, but the Yanks learning curve is definitely on the upswing.

Canada might also get into the act soon.



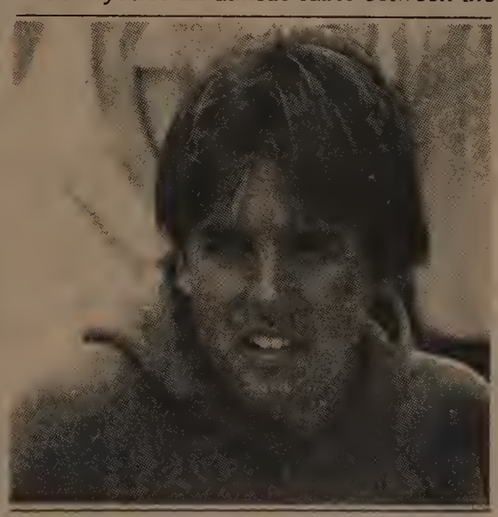
ALL PHOTOS BY LOUIS KRUK

With the Coors series sewn up, Sorenson relinquished the helm to Larry Lemieux, a strapping Canadian Finn sailor who parties in the finest Ayedeen tradition. Larry amazed everyone with a sterling performance in the windiest race of the series, finishing a close fourth and successfully avoiding "the ditch" (a capsize). Sorenson was so impressed, he discussed the possibility of Larry coming to Sydney next winter and sailing a boat in the *real* world championships Down Under.

The 18 fleet, perhaps because its members are so often teetering on the ragged edge of control, fosters a certain degree of insanity within its ranks. Ayedeen sailors are known to be fast sailing and hard living. In San Francisco they kept things jumping at the Union Street bars after the races. On the South Shore of Tahoe, they were on fertile ground with all the onshore activities available to them. The tour organizer, Mike Turner of Santa Barbara, states with little doubt in his mind that he was one of the only two members of the fleet who ate a solid breakfast the whole weekend. For most of the fleet it was a matter of not waking up to go out on the water, but rather just shifting from the casinos to the water and back again.

18 sailors also love their colorful nicknames. There's David "Big Kite" Stephens, crew on *Tia Maria*, and Andrew "Fourteen" Gothard, who sailed on the English *Wang Computers*. Last year, Andrew crewed for Americans Naim and Pakhtun Shah on *Colorbond*. A native Australian, he hopes to sail under his country's colors next year. Also creating a big splash this year were the "Nasty Brothers" aboard *Nick Scali Furniture*. Skipper Tony Scali had Michael Spies, a Sydney funeral director, and Cambell Reid, a New Wave nightlife reporter for the Sydney press, as crew. And then there was always the geriatric set aboard *Comalco Wunderlick*: Dick Notley, Tony Weber and Ton Ashton, whose combined age was 134 years — the bulk of them sailing 18-footers!

So if you're an athletic sailor between the ages of 18 and 52, who can party all night and sail with the strength of Hercules, the agility of Magic Johnson and the desire for speed of Mario Andretti, 18 racing is probably just the thing you've been looking for. The center of activity, of course, is in Sydney Harbor, Australia. Here in the US, however, the action is more serious. Next year's circuit, according to Turner, will be a marathon "sail all day, drive all night" affair, with races planned for San Diego, Long Beach, San Francisco, Lake Tahoe, and then a leap east to Newport, Rhode Island, for a Labor Day weekend on the eve of the 1983 America's Cup match race series. If you haven't got a boat, take heart. The *Stubbies* 18 was left in San Francisco under the jurisdiction of the local Stubbies office. They're planning to develop a crew of local sailors to race and expose the boat.



Trevor Baylis.



Andrew "Fourteen" Gothard.

RESULTS

Coors Open, June 23-27, San Francisco Bay:

1.) *Tia Maria*, Australia, Peter Sorenson, David Stephens, Andrew Buckland: 1,1,1, 1,2,1,4 for 3.0 pts; 2.) *Stubbies*, Australia, Robert Brown, Will Morrison, Ian Souter: 3,5,4,3,5,2,2 for 35.4 pts; 3.) *Lyasight Colorbond*, Australia, Kevin Wadham, Dave Hodgson, Jay Harrison: 2,2,2,5,4,5,5 for 37.0 pts; 4.) *Mitchell Cotts*, Australia, John Winning, Michael Coxon, Don Buckley: 4, 3,6,6,4,1 for 37.1 pts; 5.) *Coors*, USA, Jeff Madrigali, Jim Maloney, Mike Turner: 7,8,5,2,3,7,9 for 58.7 pts; 6.) *Nick Scali Furniture*, Australia, Ton Scali, Cambell Reid, Michael Spies: 9,4,6,7,DNS,3,3 for 59.1 pts; 7.) *Celeste Pizza*, USA, Will Baylis, Trevor Baylis, Steve Brilliant; 5,7, DNF,1,6,6 for 59.4 pts; 8.) *Wang Computers*, England, Jeremy Sharp, Larry Cargill, Andrew Gothard: 6,9,4,7,DNF,7 for 74.7 pts; 9.) *Hulse-Chrisman Spars*,

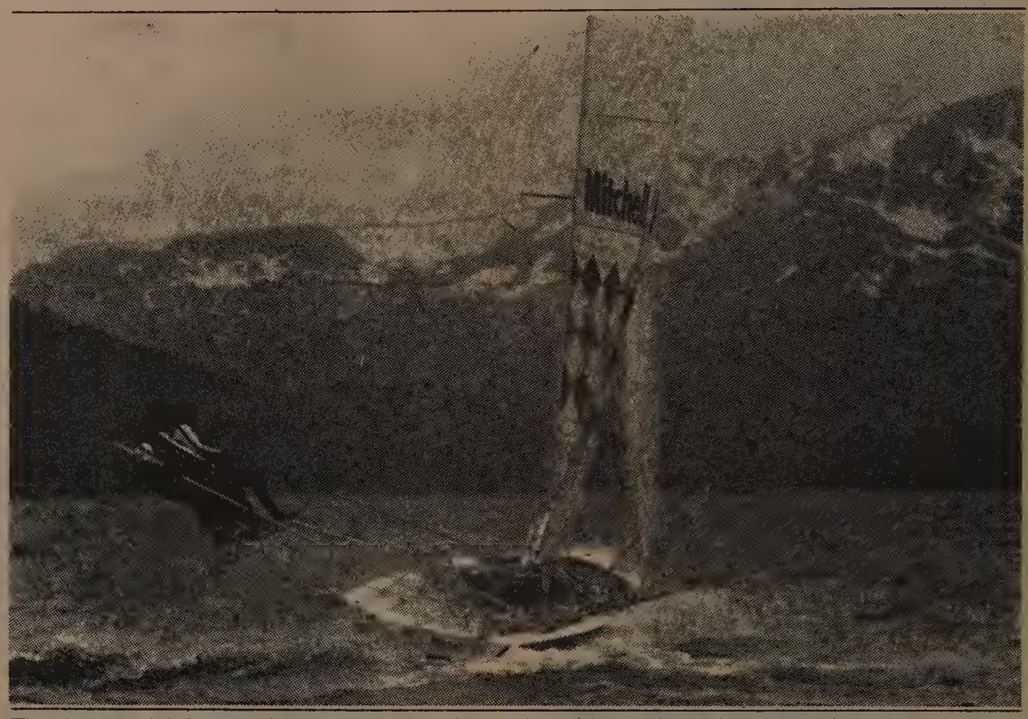
MILE HIGH 18'S

USA, Dave Hulse, Bard Chrisman, Joey Hulse: 10,10,9,8,9,8,8 for 88.0 pts; 10.) *Mitchell Cotts Freight*, Australia, Bill Shead, Adam South, Shane Fairweather: 8,6,DNF, 9,10,DNS,DNS for 92.7 pts; 11.) *Comalco Wunderlick*, Australia, Dick Notley, Tony Weber, Tony Ashton: 11,DNF,10,10,8, DSN,DNS for 99.0 pts.

Lake Tahoe High Sierra, July 3-4

1.) *Mitchell Cotts*: 1,1,1,6 for 8.25 pts; 2.) *Lyaght Colorbond*: 3,2,4,2 for 11 pts; 3.) *Stubbies*: 12,4,2,1 for 18.75 pts; 4.) *Tia Maria*: 2,12,3,3 for 20.0 pts; 5.) *Mitchell Cotts Freight*: 4,5,6,9 for 24.0 pts; tied with *Wang Computers*: 5,7,5,7 for 24.0 pts; 7.) *Celeste Pizza*: 6,6,10,10 for 32 pts; 8.) *Nick Scali*: 12,3,8,12 for 35 pts; 9.) *Hulse-Chrisman Spars* (with Larry Lemieux, Bard Chrisman and Joey Hulse): 8,8,9,12 for 37 pts; 10.) *Coors* (with Vito Bialla, Zack Berkowitz and Mike Turner): 7,9,11,11 for 38.0 pts; 11.) *Comalco Wunderlick*: 12,12,7,8 for 39.0 pts.

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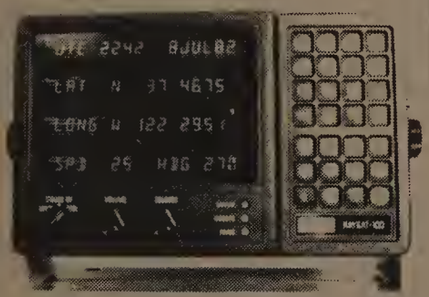
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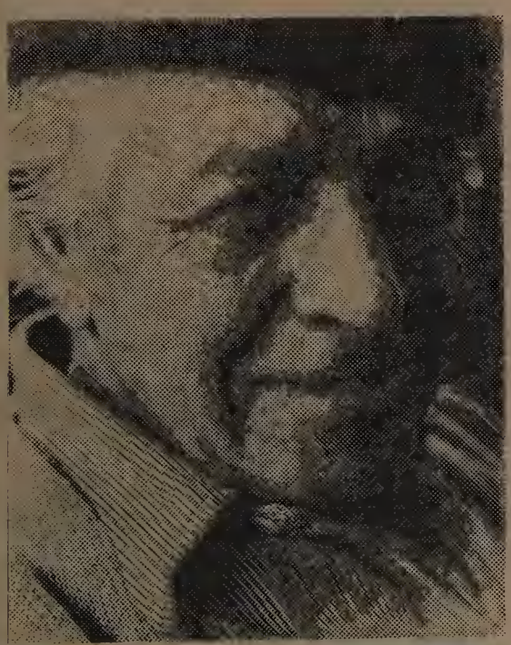
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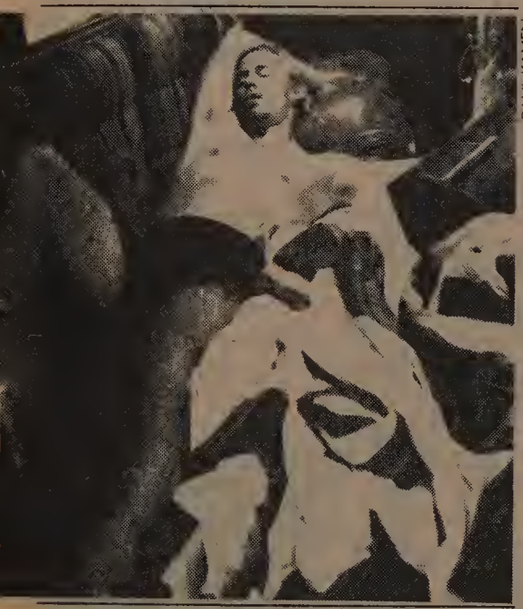
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BALLENA BAY

To west coast racing sailors the word "TransPac" is synonymous with "the big one". Although the term is a misnomer because the race goes only halfway across the Pacific, to Hawaii, it's by far the longest established ocean race with a west coast starting line.



PAUL KAMEN

Exhaustion, not relaxation.

Until 1980 bay area yachts had to be "invited" to participate in the prestigious IOR TransPac from San Pedro to Honolulu (beating up the coast to do the less formal Victoria — Maui is usually considered out of the question). In that year the Ballena Bay YC in Alameda began to run its own TransPac, handicapped under both PHRF and IOR. The start is just outside the Golden Gate Bridge at Baker Beach, and the finish at Nawiliwili Beach on Kauai, the northernmost major island of Hawaii.

Viewed as something of a 'People's TransPac', the entry requirements are lenient compared to the San Pedro to Honolulu event. The first race attracted in excess of 40 starters, mostly cruising or multi-purpose types of yachts. This year the number of entries was inexplicably down, but many of the entries were quite competitive and it promised to be a very exciting race.

The weather picture, however, didn't look exciting at all. For at least two weeks preceding the July 4 start, both the High and the northern limit of the trade winds were way south, and a ridge of high pressure extended all the way to a point 500 miles southwest of L.A.! Competitors in the earlier starting Singlehanded TransPac were having a dismally slow passage.

What was going on out there? Upper air weather maps showed a high over central Canada which split the jetstream over the northeastern Pacific into north-flowing and south-flowing branches. This caused many of the polar front depressions to follow a more southerly path, which in turn distorted the High and allowed the southern lobe to blot out the tradewinds about 25N.

As of the Sunday morning start, forecasts indicated that the High would strengthen locally but that the upper level flow would not be back to normal until Thursday. That meant at least four days before the tradewinds filled in for real, with some weather system northwesterlies off the coast to work with in the meantime.



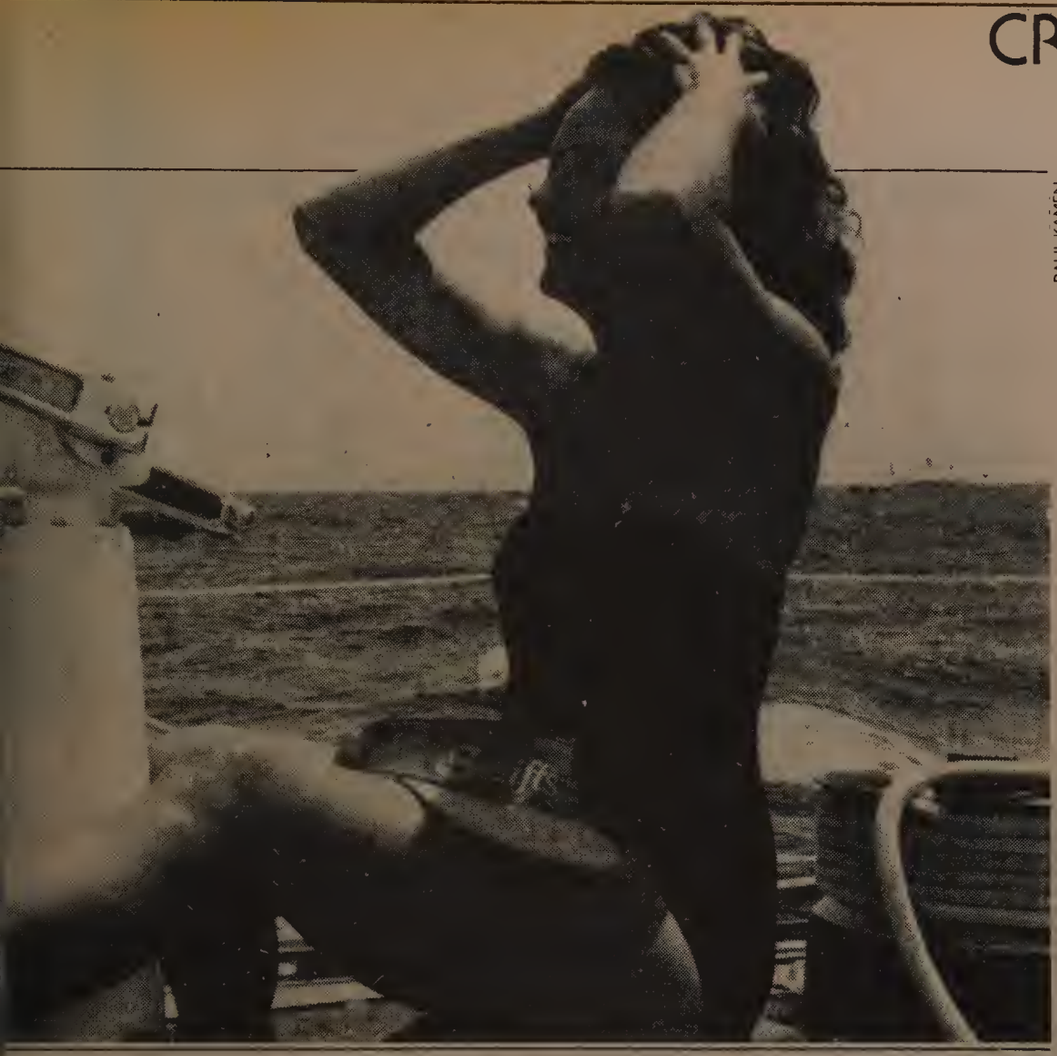
There was no shortage of wind or excitement at the start. In the 20 knot westerlies off Baker Beach Sam Curtin, of the Cal 40 *Duende*, was leaning out against the boom to make a minor adjustment. With less than five minutes to the start, someone inadvertently let out the main sheet and Sam went for a swim. "He was our navigator, so we had to go back and pick him up", remarked one of the crew. *Duende* made a quick recovery and still managed to pull off an excellent start.

Meanwhile the IOR boats were going at each other on the same starting line (the whole fleet of 23 boats started together). *Zamazaan* and *Great Fun* were involved in a port/starboard altercation (fortunately no contact), and *Great Fun* protested, which had considerable effect on the IOR results.

For navigators and weather strategists San Francisco to Kauai can be much more interesting than the L.A. to Honolulu Race, because the Great Circle route passes much deeper into the average position of the High. To sail a conservative course that minimizes the chances of losing wind requires taking a much larger detour to the south, so there is a very strong incentive to save distance by "cutting the corner" across the southeast edge of the High.

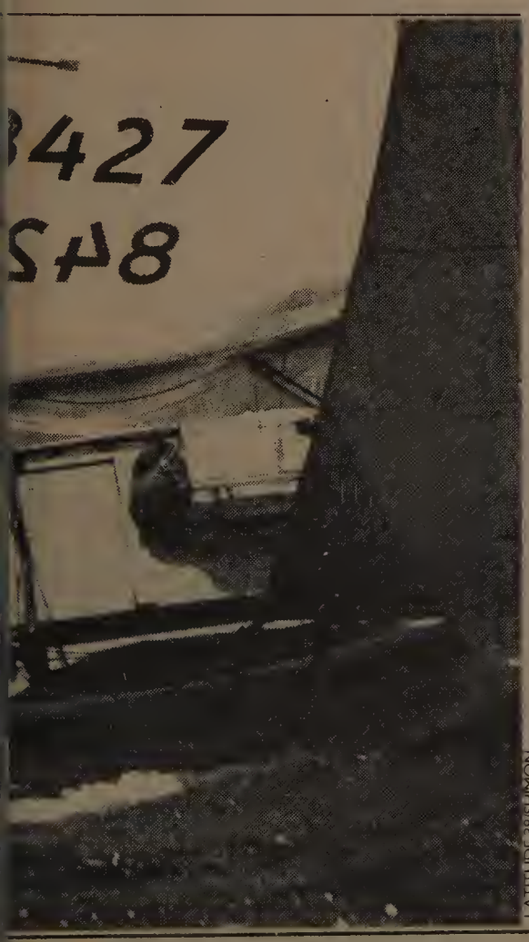
With the Great Circle course considered extremely risky, the question is not whether to go south, but how soon and how far. The decision must be made the first or second





PAUL KAMEN

Above, the beauty of the Pacific. Below, the soaking start.



LATITUDE 38/SHIMON

day of the race, because once the northwesterlies fade, it is necessary to reach up to maintain boat speed. A boat which needs to jibe south later in the race will have lost a tremendous amount of time to a boat that sailed a more southerly course initially.

On *Swiftsure* our strategy was to sail offshore far enough to reach the predicted strong northwesterlies and then run off to a course that would take us just south of 30N by 130W. We expected moderately light winds at that location, but also expected to be far enough south to reach up and maintain speed while the trades built up. *Swiftsure*, a 58-ft. masthead Frers design owned by Sy Kleinman, excels in light to moderate condition. The forecast conditions seemed made to order.

Once clear of the Gate the wind veered around to the northwest and continued to blow hard as predicted. We came down with it to a fast beam reach. Meanwhile every other boat in the fleet chose a reaching angle of their own. *Great Fun* was probably the farthest north, but failed to report a position the second day out.

Great Fun was silent, in fact, for the remainder of the race, and this was a continuing source of consternation if not (unfounded) suspicion for the other IOR boats. *Great Fun* is a very competitive one-year old Davidson 50 and owner Clay Bernard has a reputation for leaving no electronics stone unturned. The boat is instrumented to the hilt and carries the best communications gear (including ham as a backup according to the rumors), and has large solar panels to supplement the engine for battery charging.

Obviously, everyone thought, Clay was playing games. The fifteen minute time penalty for each day a yacht fails to report its position at morning roll call seemed to be inadequate under the circumstances.

Great Fun became the object of much of the inevitable Single Sideband humor. "You having trouble weeth your reeg?" asks an anonymous voice after the third day *Great Fun* failed to report her position. "Run silent, run deep", suggested another.

Meanwhile deep in the innards of *Great Fun's* amazing nav. station, a short in the Intech 360 Single Sideband (with teletype interface) had created a severe power shortage which also knocked out the Magna-Vox 4102 SatNav, the Trimble Loran, the B&G Homer shortwave receiver, and the HP-85A computer. The Drake TR-7 ham transceiver was not on board. Clay was not



PAUL KAMEN

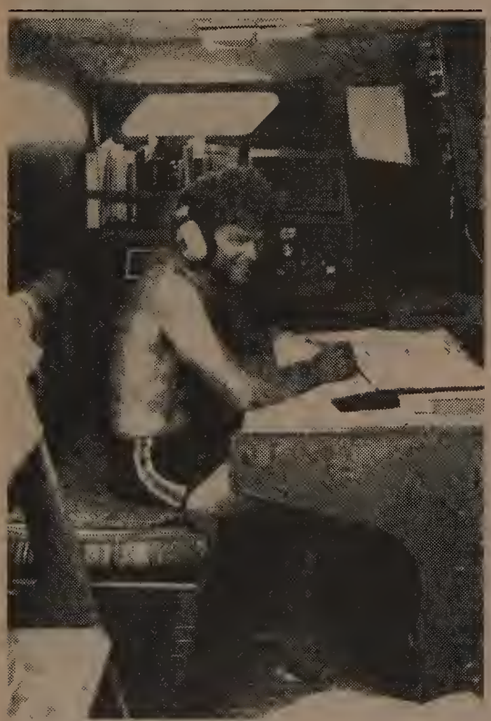
Jim Walton and the winning crew on **Temptress**.

BALLENA BAY

only without communication, but was reduced to navigating by sextant. As a final insult, it seems, he couldn't find his navigation module for the HP-41CZ and had to reduce the sights by hand!

While *Great Fun* sped along its northerly route, Clay worked feverishly to get some of his equipment back on line. After 20 hours he had the Homer receiver back up and could at least monitor positions of the rest of the fleet. The next few days were the most frustrating of all for the *Great Fun* crew. "We knew we were leading the fleet and couldn't tell anyone!", said Clay.

The fast close reach down the rhumb line had actually put *Great Fun* ahead of *Merlin* boat for boat! After a day and a half the Sat-Nav was working again with the help of some jury-rigged fuses and resistors. But the Homer receiver went down again when a crewmember pressed the wrong button. Since the Weatherfax uses the Homer for the receiver section, Clay was without the all important map and forecasts at a very critical point in the race. He calculated he needed eight hours of warning to go south if the isobars started to move, but those eight hours were not available. Nature took its course and *Great Fun* got stuck but good.



SWIFTSURE

Is he listening to the weather, or Pink Floyd?

As if their equipment problems weren't already bad enough, the generator on the Perkins diesel failed and when Clay bypassed the defective leads, the starter motor went. This was jury-rigged, but for a large part of the race battery power was in very short supply. They continued their efforts to establish contact with the race committee, however, and did succeed in getting a message to a passing ship via VHF. But the race committee was not contacted directly until the check-in point 25-miles from Kauai.

Clay was somewhat critical of the way the communications vessel handled his situation but overall he gives the race committee high marks for a very well run event. Like virtually every other competitor he considers the race a fantastic experience, and was amazed at how much he learned.

Winding back to an earlier part of the race. Lighter wind near the '30N by 130N' waypoint forced *Swiftsure* to reach up for speed. Even though we were one of the most southerly boats in the fleet, it was clear that conditions would improve if we could work south even more. An easterly shift came to the rescue, and we made excellent progress on port tack. Covering the south side of the fleet turned out to be sound strategy because when the tradewinds finally filled in they favored that side of the course.

Swiftsure and *Zamazaan*, following nearly identical tracks, traded places almost daily for first and second in IOR corrected class standings. *Temptress*, a short distance to the

Springing towards the finish.



CREWED TRANSPAC



PAUL KAMEN

What looks like a mid-Pacific highjack is merely yoga lessons.

north, moved into first overall. (Overall fleet honors were calcualted by giving the IOR boats PHRF handicaps). *Sangvind* and *Magic Too* both took wild flyers to the south, but *Magic Too* broke her rudder and turned the trip into a slow cruise to Hilo on the Big Island. *Sangvind* never really got back into the hunt after sailing so many extra miles.



LATITUDE 38/SHIMON

A starting line foul cost **Zamazaan** IOR honors.

What about *Merlin*? Yes *Merlin* led the fleet all the way and even broke her elapsed time record for the course, finishing in 10 days, 4 hours, and 52 minutes. But remember that the old record was set during the first running of the race in 1980, which was a very slow year. Given the right conditions *Merlin* is capable of a much faster time.

The tradewinds blew as advertised during the second half of the race with steady true windspeeds in the 25 to 30 knot range and squalls of up to 45 knots. Nearly all the lighter boats reported maximum apparent windspeeds of 30 knots, and maximum boatspeeds of about 20. Most of the fleet experienced roundups and jibe-broaches in the severe squalls.



TEMPTRESS

Swiftsure jibe-broached in one 45-knot puff late in the race, and from then on went wing-on-wing with possible mast damage. *Zamazaan* was pinned down for ten minutes after jibing with a strong preventer set. *Special Edition* had a similar experience. *Mariko* broke their boom when it dipped during a roundup, while *Blue Streak*, *Apple 1*, and even *Merlin* had rudder or steering problems at times. *Petrouchka*, the Ericson 38 owned by Betty Browner that sailed in last year's Honolulu race was dismasted and finished the race under jury-rig. *Magic Too*, the Wylie 34 lost her rudder, while *Sassenach* became the first Santana 35 to finish the TransPac with their rudder intact.

Overall in PHRF Class A winner was Jim Walton's *Temptress*, a Swede 55 (52-ft. long with 55 sq. meters of sail). Long, light, and narrow, with a small fractional sail plan it was able to reach fast and fly spinnakers through everything. Navigator Cliff Stagg brought them just far enough south to avoid most of the light stuff. There were only six on board, and they seemed to have a relatively easy

BALLENA BAY

race.

In the IOR Class Larry Stewart's Farr 52, *Zamazaan*, had *Swiftsure* beat on corrected



LATITUDE 38/SHIMON



LATITUDE 38/SHIMON

Above, **Starkite** at the start; at right, Betty Browner's **Petrouchka II**.

time, until *Great Fun*, which managed to finish fourth in class, filed a protest against *Zamazaan* for the starting line incident. The protest was withdrawn after an informal meeting, but *Swiftsure's* crew, who also witnessed the incident, were quick to point out to the race committee that a protest, once filled, cannot be withdrawn until one yacht acknowledges fault.

The race committee had no choice but to hear the protest, with the result that *Zamazaan* was found at fault and penalized three places. *Swiftsure* then moved up to first place, *Quamichan* to second, and *Great Fun* to third. *Zamazaan* sailed an excellent race and certainly deserved to win. But on the other hand, nobody wants to see a right-of-way violation go unpenalized.

In PHRF B the Cal 40 *Duende* corrected out a mere eight minutes ahead of the Cal 39 *Blue Streak*. *Duende's* crew was ecstatic. None of them had any previous long distance racing or offshore navigation experience and they had raced the boat very little. They reiterated all the good things that have been said about Cal 40's in TransPac races for nearly a generation.

Some of the boats had a more miserable trip. On *Blue Streak* only two of the crew of six could drive in the heavy stuff, and one of them had to dive on the rudder three times to tighten the bolts holding the shoe fitting to the skeg. They also had navigational problems approaching the islands and fell as far south as Maui. "We stopped racing before it was over," said crew Pete Swain, "we were burned out". As it turned out eight minutes of additional racing was all they would have needed to win their class. Moral: Never stop racing.

Eric Sultan's Wilderness 30, *Special Edition*, was second overall and second in PHRF A, beating two other small ultralights in what amounted to a subclass. A 30-ft. ultralight seems ridiculously small for such a long race, but the crews reported no difficulty beyond the usual discomfort associated with boats that size.

Apple 1, a well-sailed Hans Christian 38 with a juicy PHRF rating, won Class C and placed high overall.

Many of the crews and skippers were eager to share their innovations about equipment and techniques. *Special Edition* lost both their masthead spinnaker halyards, but claimed that a masthead spinnaker flies great from a fractional halyard. They switched down to fractional chutes for squalls. They also raved about their bean bag deck chairs.

Marika was happy with their five amp

Winning navigator Cliff Stagg.



PAUL KAMEN





TEMPTRESS

Temptress carried her chute in as much as 55-knots of wind.

pedal generator, and *Duende* licked the afterguy chafe problem with pieces of garden hose. Tamaya NC77's and HP41C's were very much in evidence throughout the fleet for assisting in celestial navigation.

Most of the boats had to rely on either freeze-dried or retort pouch food. While consensus is that retort pouch food tastes far better (five choices instead of one), to those in the know, 'retort in, retort out' has special significance. Freeze-dried meals got uniformly poor reviews. On one unidentified boat a crewmember mistook a large bag of freeze dried provisions for a bag of degradable garbage that needed to be dumped. "Is this garbage?" he asked as he stood in the companionway. The skipper, recognizing the freeze dried supplies, sarcastically answered "Yes", and was shocked to see the whole thing go over the side before he could stop it.

One question was on everybody's mind throughout the whole event: Why were there only 23 starters compared to 43 two years ago? Opinions varied, but nobody had a completely satisfactory answer. Of course the economy is a contributing factor, but not a big one considering the robust condition of the northern California racing and cruising fleet. One explanation is that because the race appeals to cruiser/racers making their first long passage, that the two years interfall was too short to get repeat entrants.

Some of the race organizers also suggested that their promotion efforts might have been slightly misdirected to the large competitive ocean racers, billing the event as the feeder for the Clipper Cup rather than toward the 35 to 40-ft. cruiser that the race can accommodate so well. What everybody does agree about is that racing from San Francisco to Kauai is an unforgettable experience worth many times the price of admission. Don't miss another one.

— paul kamen

PAUL KAMEN



TransPac sunset.

FLEET	CLASS	BOAT	TYPE	OWNER	CORRECTED TIME	ELAPSED TIME
			IOR			
9	1.	**Swiftsure** (-19)	**Frers 59**	Sy Kleinman	**230.57**	281.49
12	2.	**Quamichan** (40)	**Davidson 45**	Cal Mar. Acad.	**233.95**	309.02
13	3.	**Great Fun** (11)	**Davidson 50**	Clay Bernard	**235.55**	—
6	4.	**Zamazaan** (3)	**Farr 52**	Larry Stewart	**227.03**	288.54
15	5.	**Sangvind** (11)	**Farr 48**	Gerald Jensen	**239.13**	309.93
11	6.	**Merlin** (-90)	**Lee 67**	Syndicate	**243.38**	243.93
14	7.	**Mariko** (72)	**Olson 30**	Stephen Cook	**244.24**	330.99
			PHRF A			
1	1.	**Temptress** (66)	**Swede 55**	Jim Walton	**211.76**	290.95
2	2.	**Special Edition** (78)	**Wilderness 30**	Eric Sultan	**217.90**	303.99
3	3.	**Robin** (54)	**Hobie 33**	Lewis Wake	**229.86**	292.86
5	4.	**Bullet** (72)	**Olson 30**	Geoff Eisenberg	**228.88**	315.76
			PHRF B			
7	1.	**Duende** (102)	**Cal 40**	Jim Coyne	**239.37**	336.76
8	2.	**Blue Streak** (96)	**Cal 39**	Sam Whiteside	**239.69**	337.63
10	3.	**Sassenach** (102)	**Santana 35**	John Paxton	**240.10**	368.08
17	4.	**Abraxas** (120)	**Tartan 37**	James Scovel	**260.94**	370.04
19	5.	**Petrouchka II** (114)	**Ericson 38**	Betty Browner	**277.99**	375.85
20	6.	**Genesis** (96)	**Pearson 530**	Phoenix Syn.	**279.2**	377.37
			PHRF C			
4	1.	**Apple I** (180)	**Hans Christian 38**	Frederick Holt	**225.89**	361.05
16	2.	**Gypsy Warrior** (126)	**Freya 39**	Rick Gio	**257.42**	367.99
18	3.	**Starkite** (168)	**Catalina 30**	James Corenman	**265.24**	394.75
21	4.	**Allegro** (168)	**Cal 2-30**	Manfred Rose	**298.82**	430.40

DNF — Wylie 34, **Magic Too**, Roy Raphael, broken rudder.

Zamazaan was the IOR corrected time winner before been assessed a penalty for a port/starboard starting line infraction.



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JIM WALTON



Owner Jim Walton at the helm with the Nawiliwili finish line in sight.

Did you hear Jim Walton won the Kauai TransPac with his Swede 55, *Temptress*?

Jim who? A Sweet what? You mean the race with *Merlin* and *Swiftsure* and *Zamazaan* and *Great Fun* and that new Hobie 33 and that new custom Farr 48? Who is this guy Walton and what's a Sweet 55 anyhow?

I'm trying to tell you. Jim Walton is this really nice guy from the Berkeley Yacht Club who's done a lot of racing around the bay, but he's low key, doesn't have a big mouth, and so maybe the 'hot' boats didn't notice that he was sneaking away with the race.

How did he manage to do that? Just lucky, huh?

Not at all. According to sailmaker Jack van Heeckeren, "There wasn't a crew out there that was better prepared." He described Jim Walton as "just a super guy; mellow, quiet and methodical." Walton planned the race for a year, and spent a lot of time and money getting his boat in shape. He figured out just what new equipment he needed and he worked his butt off getting everything ready. Then he thought out what kind of crew he would need to win the race. "Good drivers," he told me.

So, his crew included only six people, and he considered them all to be good helmsmen. They were, besides Walton: Cliff Stagg, Steve Baumhoff, Mike Monahan, Bill Brandt, and Matt Blake. "A superior helmsman is able to catch waves that a mediocre helmsman can't even get the boat on," he told me, "and it really makes a difference." After the race Jim still thought they were all good drivers, but when Cliff Stagg got on the helm it almost made everybody else look bad!

"Everytime Cliff started steering we picked up half a knot. And Steve Baumhoff was real good also." *[Cliff and Steve were crewmembers on Sweet Okole, overall winner of the last Honolulu TransPac.]* And in addition to extreme concentration on their steering, the crew played the spinnaker sheets on almost every wave. They certainly earned their trophy.

Walton couldn't say enough about the great crew he had, but Jim is no dummy either. He won last year's PHRF I ocean racing series and took 1st in the Windjammers and the Doublehanded Farallones races. He's won other stuff too, but he's too modest to brag.

Besides good driving, what else did they do right?

Well, Jim says they never reefed and never took down their big chute, even in the squalls when they had as much as 55 knots of true wind. "Blasting through the darkness," was how he described it. He admits they may have been pretty close to the edge, but they never broached or got knocked down.

A Swede 55 has a small rig for its size. To give you some comparison, *Zamazaan* is about the same length boat, but their "I", the height of the spinnaker halyard, is 55'8" while *Temptress* is only 44'. *Temptress* was about the only boat not reefed at the start of the race.

Designed to the 55 square metre rule, *Temptress* is 52-ft. long, with 10-ft. in the beam and was designed by the Swede, Knud Reimers. It displaces about 25,000-lbs., and Jim claims it has a "fat", not modern keel. Like metre boats, it has a lot of overhang.

So what's next for *Temptress*? (I really like that name!)

Jim's not sure. He has sold his east bay Honda dealership, rented out his house, and anchored the boat in Hanalei Bay. He says he's thinking about Tahiti.

— sue rowley

MAKING WAVES

Since the beginning of boating, the vast majority of boaters have been content to pay the rent, follow the posted rules and obey the standard tenant of "don't make waves".

Boaters, for the most part, bought their "pride and joy" with the intent of relaxing and enjoying themselves. They had no desire to concern themselves with rents, rules and regulations, marina quality, fairness of the dockmasters and amenities usually associated with marinas. They wanted a place to park their boat in relative safety and be left alone to enjoy their place in the sun.

Boaters who questioned the constant rent increases were usually given the brush-off and told to keep their voices down or else they would be "kicked out". Those you knew who were evicted were usually nice people who just couldn't "get along", meaning that they questioned the marina operators, their rules and regulations, the large rent increases, etc., etc. They "rocked the boat"!

The boaters in San Diego are like boaters everywhere else. Their heads don't work, their batteries go dead, they can't find the cause of that damned leak, they enjoy a good joke and would spend their entire weekend helping a fellow boater if he needed assistance. Boaters are unique people. They all have the same problems and consider themselves as part of a special breed who tolerate the constant upkeep, maintenance, expenditures, etc., because they love it! I would be hard-pressed to find a single boater who, despite the constant work, actually wants to get out of boating. Certainly, economic pressures are causing some to move from the water; family illness and unforeseen disasters force some to abandon their dreams.

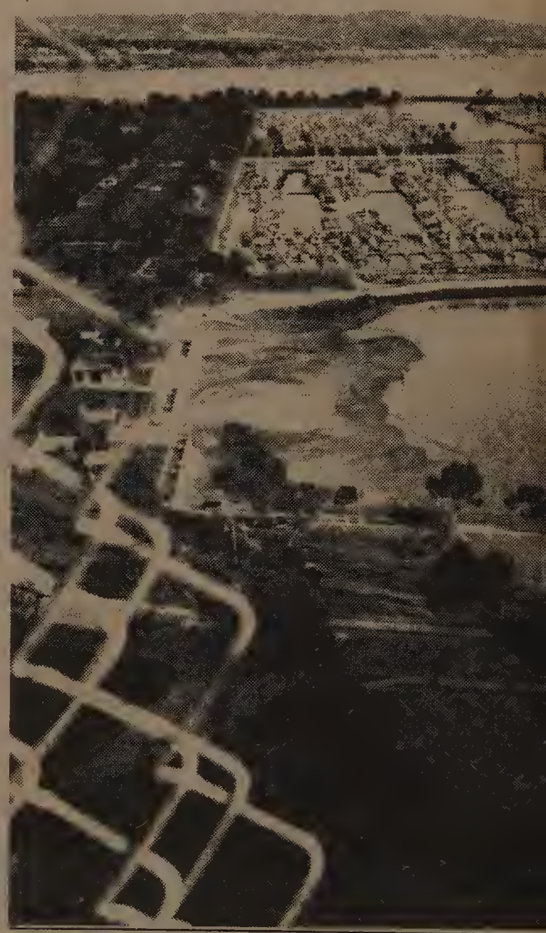
Many boaters in San Diego had their dreams destroyed last September by the tremendous rent increase put into effect at Harbor Island West Marina, which is owned by Beauchamp Enterprises. (These people also own Dana West and Ventura West Marinas). The rents shot up 60%! A 50-foot slip went up from $200 a month to $320. All slips now cost the same per lineal foot — $6.42 a foot!

Not only did the rents go out of sight, but the new "management" brought in their own set of rules and regulations which were just as outrageous as the rent increases. Failure to comply with the rules could be cause for immediate eviction.

The boaters were up in arms! Outraged, they formed an association to fight the increases and rules and regulations. A hasty meeting was called, flyers were handed out, phone calls made, dock captains assigned, a hall rented and the meeting time set. No one had noticed that the meeting was scheduled for the same time the San Diego Chargers were playing a very important home game and there were fears that attendence would be very small since San Diego is a sports-oriented town. The boaters showed the association which was more important by turning out eight hundred and fifty people who cared about the future of boating. The hall was packed! Newspaper and television personnel were there! Other marinas members joined in and the result was the official formation of the Boat Owners Association of Southern California.

Donations were requested and came pouring in. Over Six Thousand Dollars was raised in one week to cover legal fees, hall rental, advertising, travel expenses, phone bills, etc. Legal help was provided free by a former state legislator, a retired U.S. Attorney and one of the largest law firms in San Diego. The boaters united as only boaters can.

The immediate problem of the rent increase was handled by an injunction. The arbitrary, capricious and possibly illegal rules and regulations were changed at a meeting



of the Marina management, the Boat Owners Association legal staff and Board of Directors. The fight was on!

Membership forms were made up, the Association incorporated as a non-profit organization under the laws of California, a political action group was formed, a director was assigned to handle membership, personnel assignments, phone resources, media and advertising. We were rapidly growing!

The Unified Port District of San Diego is controlled by officials appointed by the various local governments. Each member of the Port District was contacted and asked to help in the struggle against what Commissioners themselves had termed "rent gouging". Meetings were held with every member of the San Diego City Council. State Senator Larry Kapiloff was contacted and offered



LATITUDE 38/RICHARD

Dana West Marina.

support.

The lawsuit against the Marina was heard in November. The Judge hearing the case found against the Boat Owners at Harbor Island Marina. He stated that the suit should have been directed toward the Unified Port District since they were the ones that approved rents and had the authority to control them.

Intense pressure was then placed on the Port District to help the boating public. It was pointed out that the lands on which the Marinas are built are federally-owned lands held in trust by the City for the public for commercial and recreational use.

The Port Commissioners responded by preparing a rent control plan to go into effect if this type of "gouging" should occur again. They passed an ordinance which requires Marina operators to notify the Port District 45 days before any increase takes effect so the district staff can study the planned boost. They ordered the Marina owners to submit their rules and regulations to the District for review. It directed the District staff to periodically inspect and rate all Marinas for maintenance and repairs. They adopted plans to develop the Harbor Island East Lagoon for 700 new slips. In short, they passed an ordinance designed to protect the boating public!



Other Marinas members with similar complaints of high rents, poor service, gestapo-type managers and poor maintenance, soon heard of the BOASC and joined in order to protect the future of boating and their substantial investments. People who used to talk in low voices were suddenly active participants in an organization that is designed to help and protect them. The fear of eviction has been blown away by a San Diego Superior Court Judge who ordered that no Marina operator who leased lands from the Port District could evict a tenant without good cause. Speaking your voice in matters which concern you is not "good cause"!

Membership has grown substantially in recent months, particularly from Marinas in the Dana Point area. Boaters there, as in San Diego, are beginning to realize that their future in boating is going to depend on their combined efforts. The members in Dana West Marina recently stopped a proposed 10% increase because they appeared at the Harbors, Beaches and Parks Commission meeting in Santa Ana and argued truthfully and logically that an increase would be unfair, unreasonable and wholly out of line with the economic situation we all currently face. The Harbors, Beaches and Parks Commissioners were amazed at the near mob scene in attendance. Boater after boater told their story of tight money, marginal improvements, lack of slips, fear of eviction, and listed rents at other Marinas which were below Dana West. The Commission members listened and the boaters gave a sigh of relief as they demanded proof that the Marina should have this increase.

The boaters in Southern California are gaining headway. Like any boat underway, they're "making waves" and enjoying the rewards of belonging to a fraternity of people who love boating and hate the thought of being forced out of their lifelong dream. The Boat Owners Association of Southern California, after all, is full of dreamers.

– jay crumbie

Mr. Crumbie is the Chairman of the Board, Boat Owners Association of Southern California, P.O. Box 6778, San Diego, California 92106.

CORTEZ CATCH

This is not an article for fishermen; it is for cruisers whose luck it is never to catch a fish, or don't even know how to begin. Some sailboats show up in Puerto Escondido trolling some monstrous assembly of treble hooks, feathers, chrome and plastic. And the crew wonders why they have not caught a fish in over 1500-miles. The techniques below will not catch you any record-breakers, but it will put a nice dinner on the table.

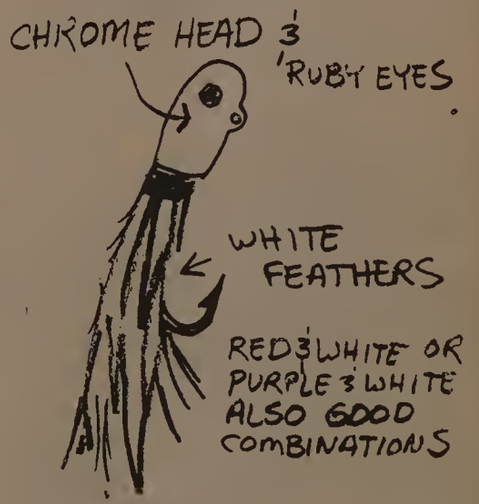


JIL KULANDER

Catch a fish on the Gulf of Isla Monserate . . .

Before you sail down here, go to the local swap meet, and pick up a rod and reel of the saltwater variety. I prefer a two-piece sturdy spinning rod for casting from the boat at anchor, and to avoid the whiplash inherent in a conventional reel; but anything will do. In a pinch, just buy some monofilament of about 20-lb. test. Mexicans have perfected a nonsense rig of hook, line, sinker, and Tecate beer can, which works functionally well with practice.

As for tackle, at the very least, buy hooks. You can always use a rusty sparkplug for a sinker. For trolling, invest in a handful of white feather lures. These should have a chrome weighted head, and ruby eyes. You will also need wire leaders to protect your investment. Try to find one with a dark finish.



For fishing from the boat, or along shore, buy the hot pink "scampi", and if you want to enlarge your inventory, look for rapalas, chrome spoons, or candybar-shaped lures.

Among the innumerable species of edible fish found in the Gulf, you will probably be catching three main kinds: Dorado, also known as Mahi Mahi or Dolphinfish; Sierra, a more solitary member of the Mackeral family; and Cabrilla, an inshore member of the Bass family.



FREE DINNER!

Most boats reach Cabo in the winter. This is when the Sierra are running heavy throughout the Cape. As boats migrate north into the Gulf during the late spring, so do the



Dorado. At this time, the Cabrilla also become more active. If you summer in the Gulf, especially around Puerto Escondido, there should be little problem in keeping the chest full of fish.



As soon as you see the rock arches of Cabo, throw out your white feather, attached to a leader and 100 to 200 feet of monofilament. Sierra love white feathers, as do Skipjack and Bonito. From then on,



whether you power or sail, no matter how slow, keep your lure in the water. You will catch fish.

Sierra are toothy creatures, and have a proclivity to hit the bright swivel on a leader, sending your two dollar lure to the bottom; thus the reason for a dark finish on your swivel. Also, after a few strikes, they leave those white feathers in tatters. Look for some white webbing often used in lawn chairs. Shredded and tied to a leadhead with sail twine, they prove a durable substitute for white feathers.

The closer you keep to shore, the better your chances of picking up a fish, especially near dawn or dusk. During the day when the Dorado are running, they will often hit anything that moves through the water, the faster the better. If you see a clump of sea grass or any floating debris, steer close-by, as Dorado often lounge in the shade waiting for something to move by.

JIL KULANDER



. . . and you'll be sitting on top of the world.

CORTEZ CATCH

When you are at anchor, pull out the scampi. If you are close enough to shore, just stand on your bow and cast out at sunset into the sandy shallows near the rocks and retrieve slowly, then fast, then by jigging. Look for any turbulence in the water, then cast for it. Cabrilla find these nervous-acting lures attractive, as do many other species in this habitat.

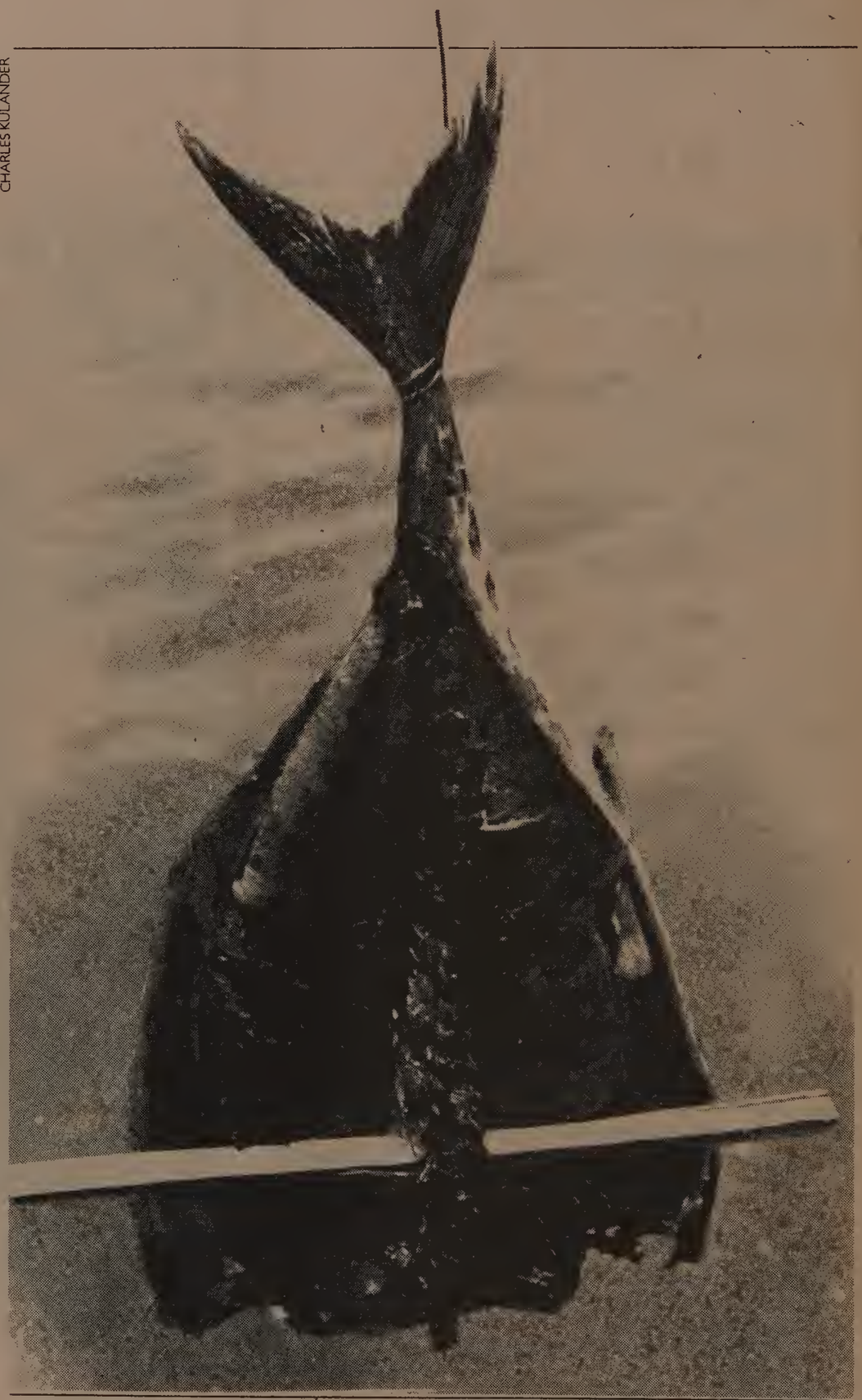
If you don't have any lures, or they aren't producing, it is time to hunt for your bait. Every anchorage has bait, but you must look for it. If there is a gravel beach nearby, kick through it looking for small clams. Chase down a crab. With a face mask, look for pen shells, oysters, scallops, or other shellfish, and use the button-like muscle for bait. Use cheese. Cut off a piece of previously-caught fish. If there is a shrimp boat nearby, row over and ask for a few "camarones". Bait fishing is rarely unsuccessful in the Gulf.

Not enough can be said about the Tecate beer can method. And there is a certain amount of satisfaction in successfully using this rig while standing next to a fully equipped sportsman with his polished ferrules and softly clicking reel. You can use a white feather, or just a chunk of bait with a weight on the end. You whip it around in circles as if you were swinging a lasso, until at a propituous moment you release it of its centrifugal force, and watch it gracefully arc out over the water. After it hits the water, bring it in with quick yard-long jerks. It is a choreography enacted daily off the piers of Mexico, and works with amazing regularity.

One last cruising tip. Often times you will catch a fish at dawn, but you won't want to eat it till evening. If you are all out of ice, and the weather is hot, it might not smell too appetizing by dinner. So after you catch the fish, gut it and spread open the side flaps. Insert a stick breadthwise to keep them open. Now keep the inside of the fish in the shade and facing the breeze. It will keep this way till dinner, and if the breeze doesn't falter, for a few days.

Many people new to fishing find it disturbing to kill and clean a fish; fish eyes have a cold pleading way of staring at you. But once you better understand the oceanic food chain, you will fit yourself easily into it. And what satisfaction to find, catch, and clean the food you eat.

CHARLES KULANDER



A bonita, hanging from the lifelines, splayed open to catch the breeze.

In fact, fishing sometimes reminds me of what Henry Miller once said. Talking about the act of communion, he acknowledged what a great joy it is to eat. But perhaps, he said, it is a greater joy to be eaten. Somehow that makes my fish taste better.

— charles kurlander

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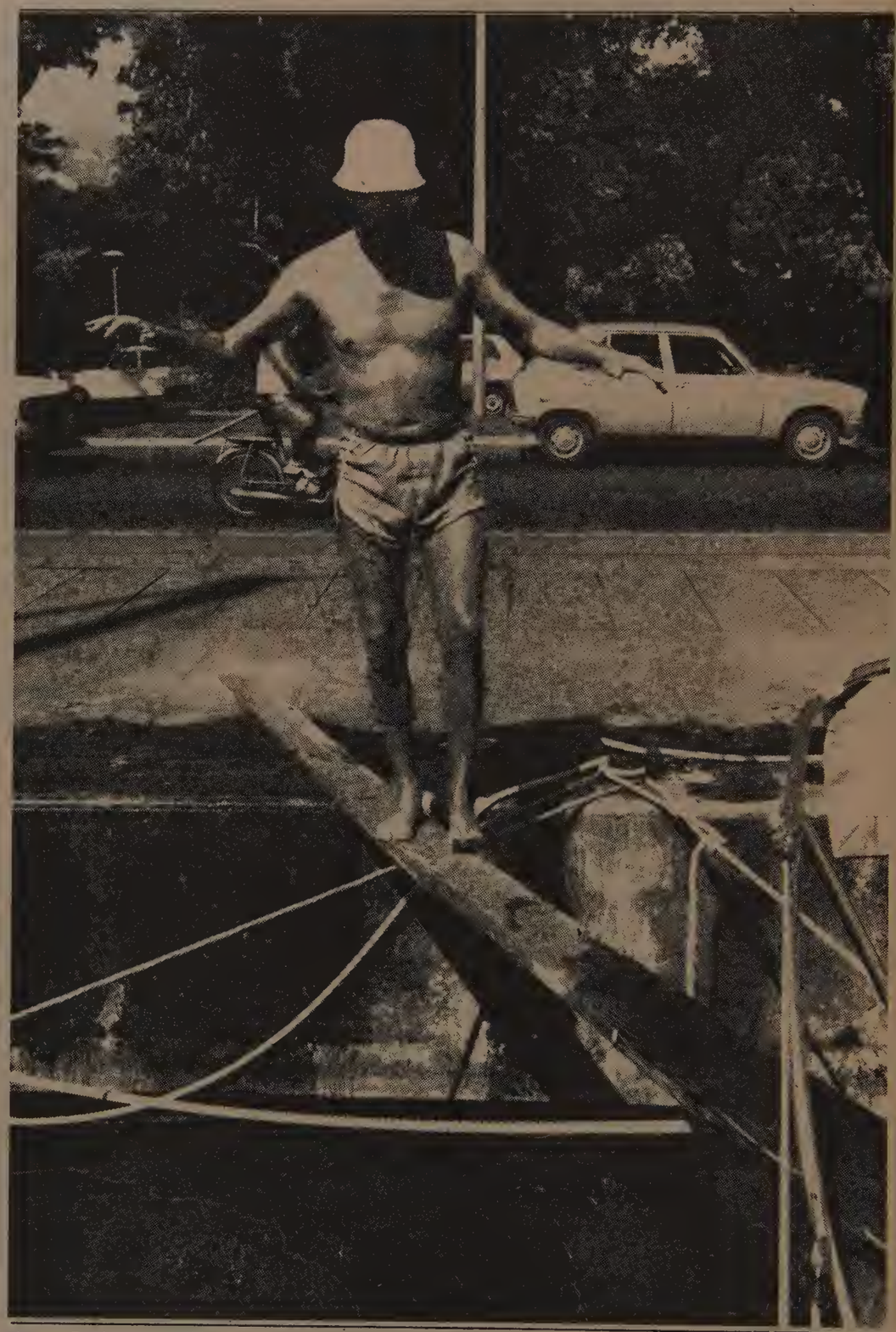
INNOCENTS

"This is French soil, we speak French here," was the Gendarme's response to my "do you speak English?" There was an air of the military about him as he stood ramrod straight with his hair cut *en brosse*. The fact that he was barefoot, in swim trunks, washing his jeep didn't detract at all from his command presence.

In our halting French we soon got through the simple entry formalities at Nuku Hiva with some help from the Gendarme. He turned out to be, like all the other officals we met, friendly and helpful. Many people show up with no visas, no bonds posted, nothing, and have no problems entering the Marquesas. The question of bonds is deferred until the boat arrives in Tahiti. Remembering our Mexican experiences we had done everything right this time through the French Consulate in Honolulu, so we at least felt virtuous and were free to explore our firs South Sea Island port.

We walked down the street fronting the bay and stopped in at Maurice's store for a cold Hinano (Tahitian beer). We had read about Maurice McKittrick and his friendliness to cruisers in many books and articles over the years. He is still there and is still friendly, sells diesel fuel *vin ordinaire*, and provides a porch where cruisers gather to avoid the heat of the day or to eat a lunch of French bread, Camembert or Brie, and wine.

He no longer maintains a log book where cruisers sign in and has turned over his old ones to Frank and Rose, two Americans who run a small hotel and have taken over the tradition. It was exciting to look through the old books and find an entry and picture of *Dove* when she came through in 1974 with her second owners. We made an entry in 1982 and who knows when she will return again.



Larry Rodamer walking the plank to **Dove** at Papeete.

Frank and Rose had cruised for years before starting their hotel and their Cascade 42, *Courser*, is moored just below in case they decide to go again. They are very friendly, knowledgeable, and helpful to cruisers and offer good meals, the only bar in town, and a super Sunday Brunch for only $3.50 U.S. Speaking of cruisers, there are a lot of them. There were seventeen boats in Taiohae Bay and always between ten and twenty in Atuona on Hiva Oa, the southern port of entry. Betty and I had joked that when we got to the Marquesas we would have to wait for a break in traffic before we could get on the freeway in from Mexico and Panama. If we had come into Atuona we might have. It is on the "yellow brick road" around the world and "in season" gets boats in bunches. People were organizing group dinners at the local restaurant and dinghy raftups. Shades of Cabo San Lucas!

Once you get away from the two major towns, things quiet down and most anchorages have only one or two boats. The smaller the settlement, it seems, the friendlier the people. Almost every boat has a story to tell about their experiences with their Marquesan friends. Some have gone goat hunting or helped capture wild horses,



Wash day at sea . . .

PHOTOS BY BETTY ANN MOORE
AND LARRY RODAMER



Wash day at land . . .

night-dived for lobster, or just shared a quiet lemonade and conversation.

On the island of Ua Pou we met Rii and his family, and over the next three days became fast friends. Rii likes Americans and has a collection of pictures of his friends. We saw at least three boats that we knew from Hawaii.

Rii leads a life that is straight out of *National Geographic*. When we first saw him and his wife, they were coming down a jungle trail with their horse. The horse was loaded with a sack of breadfruit on each side, Rii was loaded with two stalks of bananas balanced on his shoulder on a pole, and his wife was loaded with palm frouds for making brooms, baskets, and hats. His small house is plywood with no windows or doors and a tin roof. His is building a cast concrete one next to it, casting one bag at a time after hand-mixing it.

Cooking is done in a coconut-husk fire with limited utensils. The breadfruit are turned with hinged sticks and his wife pounds it to make poi. The pigs are tied to a nearby tree, but the dogs, cats, and chickens roam freely picking up table scraps that are tossed outside to them.

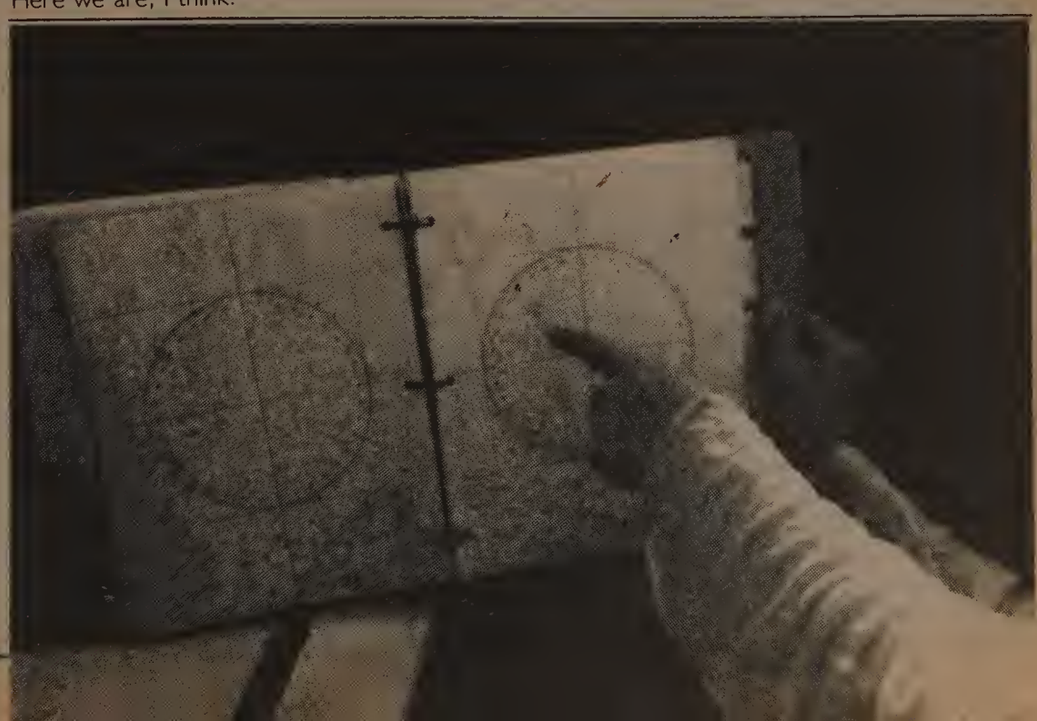
For all his simple lifestyle we found Rii, and many other Marquesans, sophisticated and knowledgeable about the outside world. He has been to Tahiti and has children who live there. He understands living in a cash economy and knows how good he has it outside of one. He summed up life in Tahiti (and America) with one sentence: "No money, no kai-kai (food)". A man who lives surrounded by other happy people in a place with a perfect climate where food falls from the sky has it made. Rii is fortunate enough to realize it.

Rii's brother-in-law asked me if I could fix his radio and I told him I would look at it, but didn't know much about radios. He said, "You are an American and it is an American radio." So with the prestige of the U.S.A. riding on my shoulders I gingerly approached the radio under the gaze of a dozen Marquesans. I was saved; it was a Blaupunkt and surely an American couldn't be held responsible for a German radio. Now that the pressure was off I looked at the radio and fixed a weak battery connection. They all cheered when the radio blared and we shared wine and dinner. We went back to the boat, as usual loaded down with bananas, papayas, mangoes, and breadfruit.

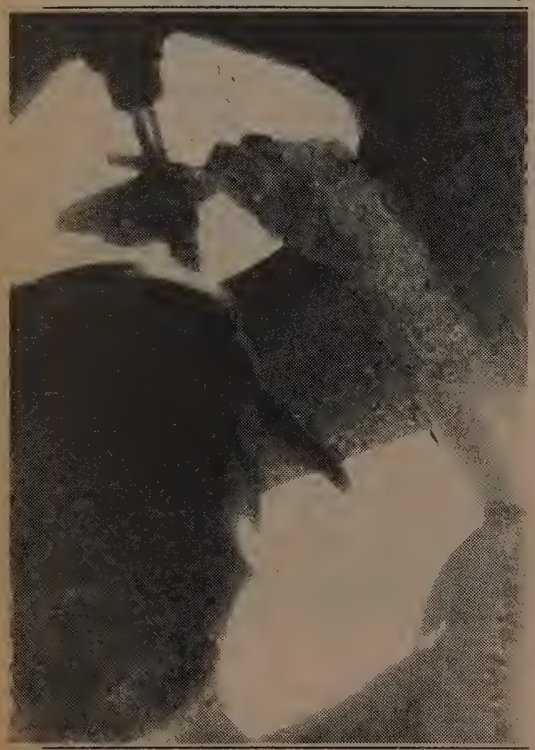
We thought we had it made after beating down from Hawaii. No more windward work for us. Ha! We had come in at the leeward end of an island chain that continued southeast. Right into the southeast trades. It seemed that everywhere we went was upwind and in the northern islands against a 2 to 3 knot current. Those people fortunate enough to come in at the southern end enjoyed beautiful reaches among the islands. Oh well, at least the winds are not too strong, the sun is shining, and the water's warm.

There are many good anchorages in the islands and some not so good but worth going to anyway. A good one is in Controller Bay on Nuku Hiva. This is the Typee Valley made famous by Herman Melville in the book *Typee*, the prototype of South Sea Island romances. Now nothing remains except

Here we are, I think.



a small town at the end of a stream, a spectacular waterfall back in the valley, and the tikis. The tikis are a mile or so up the valley



Scraping the barnacles off the prop.

and when we came upon them in their clearing after the hike through the jungle, we fell silent. There are about a dozen of them squatting there 6 to 8 feet high, ancient and primitive, carved out of lava. They guard the corners of two huge stone platforms, and our guide, ten-year old Steve, in the manner of tour guides everywhere, showed us the sacrificial well where the heads of the victims fell.

Steve's charge for being the guide was reasonable; he wanted to see our boat. That was okay with us, but he wasn't sure about his mother agreeing he could go. We told him to bring his mother but he didn't think that was such a good idea, so we offered to ask his mother for him. She didn't speak French, only Marquesan, so Betty explained that Steve could translate. He thought it was a great idea.

He got a kick out of riding out to the boat in the inflatable, and we made him some popcorn and gave him a couple of water pistols we had. He was a happy kid, and so were we.

There is a place called Hanamenu on the island of Hiva Oa that is a little bit of paradise. You have to earn it though, as the anchorage is windy and rolly and some boats drag, and the surf landing is rough. It was worth it, especially to a fresh-water-starved cruiser. There is a series of small cascades down through huge tropical leaves and flowers to a crystal-clear, cool freshwater pool. We have never seen a prettier spot. But there is a serpent in this Garden of Eden, too. It is called the no-no. Throughout the Marquesas this little bug can make life hell. Cutters or Off can help, but soon washes off with sweat while hiking, washing clothes in a stream or whatever. People's reactions vary from mild itching to torment. It is not at all unusual to come home with a hundred bites



Larry Rodamer, one of the dangers of the deep.

CRUISING NOTES FOR THE MARQUESAS

Charts and Books: We used Charts 83020 (Marquesas Islands), 83207 (Nuku Hiva), and 83218 (Hiva Oa), together with the *Sailing Directions for the Pacific Islands*, and found these adequate. The *Cruising Guide for the South Pacific* and *Landfalls in Paradise* are also available, but don't really add that much. French charts are also available and show details of many of the smaller anchorages. We also read Thor Heyerdahl's *Aku-Aku* (tikis) and *Fatu Hiva* (Fatu Hiva), Herman Melville's *Typee*, and John Neal's *Log of the Mahina*.

Gendarme and Paperwork: If you plan to stay more than three months in French Polynesia, it'll simplify things if you get a visa and post a bond through the nearest French Consulate before you arrive. The bond guarantees that you'll leave French Polynesia, is required for the skipper and each crew member, is refundable when you leave, and of an amount equal to a plane ticket "home". (We put up $550 each in Honolulu.) There are Gendarmeries at Nuku Hiva (Taiohae) and Hiva Oa (Atuona). There is also one on Ua Pou but he'll find you if you don't check in. It really helps if you can speak a little French. (Start with "Bonjour" and you'll be surprised how many French words you already know.)

Anchorages: Most are quite well protected, but rolly. We finally started rigging a boom vang while anchored to keep the swaying boom from chafing sail cover and awning. We usually anchored in 30-ft. of water. Those who anchored closer sometimes got caught in a heavy swell that caused anchors to drag. Surf landings are common for dinghys. Many harbors have some sort of concrete quay or ramp and Larry developed a nifty "ledge exit" technique for such places. (The surge can be pretty heavy at times.)

Banks, Mail, Phone: There are banks in Taiohae and Atuona that will exchange cash of Travelers' Checks for Polynesian Francs (about 109 francs to the dollar, or 1 franc = about 1 cent U.S.) You can't get money by wire or cash advances on credit cards. You can receive mail in Taiohae and Atuona. They'll hold it up to 30 days, and will forward it to your next stop. (It really happens, but is sometimes slow.) Phone calls are made at the post office, and are easy and quick.

Language, Trading: The local language is Marquesan. Most people in the Marquesas speak some French, and a few speak English. They love to teach you Marquesan words ("kaoha" — hello;



and scratching them can bring on infection (but medical care is free in the Marquesas!)

The diving in the islands ranges from murky to spectacular with 60-100 feet of visibility. Lobster are easy to get if you dive at night (not me!!) and huge cowries and other shells are easy to find. Many of the reef fish are poisonous, and this varies by the time of year and location. The only ones almost universally considered good to eat are the grouper. The good news is that almost no one shoots fish in some of the bays so the fish watching is great.

Some of the fish may also be watching you because as Ross from *Joshua*, a New Zealand boat, put it, "when you dive in the tropics, you dive with sharks." In one bay we had shot a few fish and were bothered by a big black-tip hanging around. The local people told us those fish were no good in this particular bay so we decided to put them to good use. We hung them over the side of *Dove* as bait and in one we put a huge shark hook on a wire leader and quarter-inch nylon line.

During the night Betty heard some thumping and bumping around the boat but passed it off as the anchor chain or the dinghy and went back to sleep. We completely forgot the whole thing until the next afternoon when I saw something big and white under the boat. At first we thought it was a ray, but it was a (the?) shark, a 5½-ft. blacktip with a mouthful of wicked teeth. We haven't stopped diving, but after seeing a shark up close, I do an awful lot of looking over my shoulder.

The Marquesas are great for souvenirs. Many people do woodcarvings and you can buy or trade for tikis, ukeleles, or other carvings. On the island of Fatu Hiva you can get tapa, a cloth tapestry painted with Polynesian designs, made from bark. All of this

"kanahau" — good; "kai-kai" — eat, food, etc.). Most popular trade goods are 22-shells (illegal — a box of 50 is worth about $30 in trade), perfume, cosmetics, costume jewelry, (especially earrings), and cassette tapes (disco, reggae, or "cowboy" only, please). But almost anything you have can be traded or gifted to someone, for wood carvings, tapa, or fruit.

Provisions: Almost every village has at least one "magazin", store, where you can get a few canned goods, soap, etc. Taiohae and Atuona sometimes have frozen meat, and, very occasionally, fresh veggies — onions, potatoes, cucumbers. If you see it, buy it! Everything is expensive — eggs about 30¢ each if you can find them, beer $1.40 a half-liter — you should definitely bring *everything* with you. The good news is that great French bread is available nearly everywhere, 25¢ a loaf, and "vin ordinaire", comparable to California jug wine, can be had for $1.70 a liter (bring your own bottle). Except in the two "cities" you can get, and usually will be loaded down with: breadfruit, mangoes, papayas, bananas, coconut, oranges, limes, and pamplemousse, a super-delicious grapefruit.

Fuel, Propane, Water: Diesel and gasoline are only available in Taiohae and are expensive (44¢ a liter for diesel). In Atuona we found out you can maybe get diesel from the copra ship, and maybe in amounts less than a 55-gallon drum. Bring sails and dinghy oars! Water is available free most everywhere and is safe to drink, but may be muddy after a rain. You have to jug it, natch! Propane only in cities and you may have to pour it from the donor tank into yours! We got our 20 pound tank filled in Taiohae for $23, compared to $7 in Hawaii. Blow out pilot lights, please!

Medical: Free medical care for cruisers, including surgery and medicines. Many villages have "infirmaries". The biggest danger is staph infection from scratching no-no bites or coral cuts. Bring bug repellent, "itch relief", and antibiotics. Antihistamine cold pills work well when you get the all-over itchies bad.

Eating Out: When you just can't stand boat food anymore — too bad! There are very few restaurants: one in Atuona, two in Taiohae, and one in a little village on the north shore of Nuku Hiva, two hours walk from a good anchorage. Dinner is limited to whatever they have, no menu, must be reserved in advance, and is $10 for a three-course meal. Lunch is usually $3.50.

— betty ann moore

INNOCENTS ABOARD



Super service station of the South Seas.

work is beautifully done, and we would have gotten a lot more but we ran out of money.

We left Hawaii with $250 and full expectations of being able to get more on credit cards or by wire. No way. Even though there are banks in the major towns they told us it was impossible. So we have lived four months on $250, ship's stores, and wild fruit. Great for the budget but we are out of booze, eggs, cheese, booze, butter, and booze. Makes for a limited diet.

Another big change for us is no laundromats, so we find ourselves washing clothes in streams or hauling water to the boat. To limit hauling, we started catching rain. We built a small awning rig for the foredeck that feeds into a jug, and were trying to figure out how to catch more when someone mentioned an idea so simple it's beautiful. Stop up your scupper and use a towel to lead water to your deck filler pipe. We haven't had to haul water to fill the tanks since.

We are heading off for the Tuamotus at the next full moon and will see what low coral islands with lagoons are like, but they will have to be something to top the Marquesas with their 2,000-ft. waterfalls, spectacular volcanic peaks, brooding tikis, and above all, the friendliest people in the world.

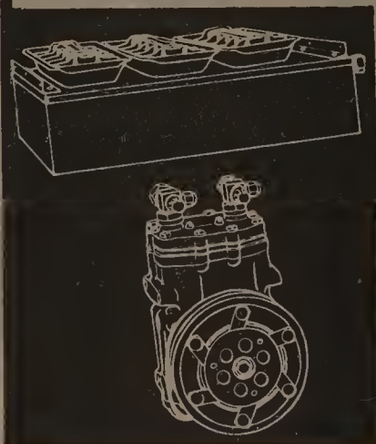
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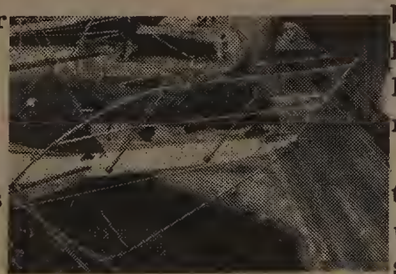
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S.S.S.

Records fell like the ceaseless raindrops on Mt. Waialeale in last month's Singlehanded TransPac from cool San Francisco to tropical Hanalei Bay, Kauai. But not many were good ones. There were record slow passages for multihulls, for monohulls, and for ultralights. There was a record amount of windward work in what's virtually always a reach and run race. There was an unprecedented amount of bizarre behavior on the part of the Pacific High.

There were a record low number of starters (18); of finishers (10); and of those who crossed the finish line after the extended deadline (3). There was a record number of boats that ran out of water and put into Maui (1), as well as a record number of boats that found Kauai in a rainstorm but couldn't find the finish line, forcing the skipper to swim in and ask for directions (1).

And finally there were a record number of friends and relatives whose vacation time ran out and who had to return home to the mainland before their heroes arrived.

Given all the 'bad' records, you'd think the race had to have been a disaster. Negative; it was anything but. When a sailor singlehands to Kauai the most important thing is that he — and then his fellow competitors — get there alive. Beyond that, everything is gravy. Standing on firm ground again and exhilarated by the immense satisfaction of the tremendous personal achievement, the bitter frustrations, the emotional nosedives, the mind-altering loneliness, and the daily hardships all begin to fade from memory. There are no losers among those singlehanders who cross the finish line — or even make it to the Islands.

Frank Dinsmore, who arrived in Hanalei by taxi after taking his Olson 30, *Francis Who?* into Honolulu with a broken boom, exhaulted: "I feel fine, I feel super, I'm absolutely elated! There is such peace and serenity out there, it's just the safest place on earth." Another Olson 30 sailor, Peter Brown of *Gold Rush*, pronounced: "It's one of the great experiences of my life. It's a race that many other cruisers would enjoy doing."



Buddies Karl Burton and Michael Kane.



MICHAEL JACKSON

Of course there was disappointment for those seeking fast passages. Robbie Robertson of the Hawkfarm, *Courageous*: "It was dull and boring. I read all my books, then the light list, then the Coast Pilot." But he hopes to be able to do it again. Doug McNaughton, who had to steer his Express 27, *Hurricane* when his autopilot didn't work: "It was terrible, no fun at all." Of course he'll do it again. Chuck Hawley of the Olson 30, *Collage*: "Last time the heavy winds of the first three days were demoralizing. The year the first days of light winds weren't demoralizing, just

confusing as hell." The story of the TransPac this year was the story of the Pacific High.

The Pacific High, of course, rules the TransPac the way Khomeini rules Iran. If the



Twenty-one days later Charles Kite arrived at Kauai.

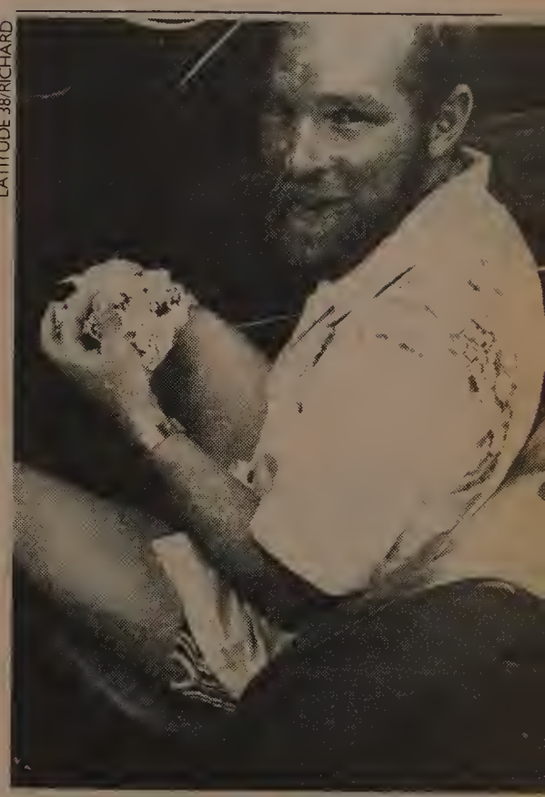
area of high pressure — and calm winds — is well-formed and up north, singlehanders can sail a 'great circle' course to Kauai — the shortest — with consistent good winds. This is what happened during the first Singlehanded TransPac in 1978, and is the stuff TransPac records are made of.

But often the Pacific High is less well formed and/or further south. In this situation sailing the 'great circle' route, would mean crossing the Pacific High, and introduce the grim possiblity of being becalmed for days. The traditional strategy in this situation is to sail a course that resembles a reverse 'S', dipping below the rhumb line for the first couple of days before swinging back a little to the north of it. It's a longer course, but usually makes the best of a mediocre situation.

What made this year's TransPac so confusing to Hawley and everybody else was that the Pacific High behaved so atypically. When the race started it was weak, suggesting that it would be wise to head south and sweep beneath it. This was a common strategy in the fleet, and nine out of ten times would have been the thing to do. But not this time. The problem was that it was a High split and half of it continued south — way, way south. Singlehanders would have hit Antartica had they gone beneath it this year.

The bizarre behavior of the High resulted in some strange consequences. For one thing, rather than being able to reach off toward Kauai almost right away, the fleet faced almost 1200 miles of windward work. So in an attempt to swing below the High, boats couldn't sail southwest, but had to sail almost due south. At one point Frank Dinsmore — acting on the 'don't be tempted to sail through the High' advice of a weather 'expert', was actually *east* of San Francisco!

LATITUDE 38/RICHARD



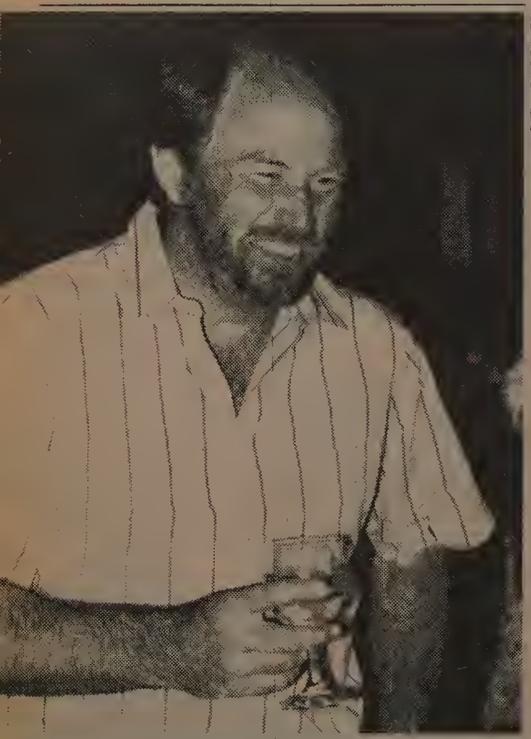
Dan Newland's first cheeseburger in paradise.

RITA GARDNER



Darrell Davey drops his sails at the finish line.

Dan Newland, who would eventually capture both first-to-finish and corrected time honors for monohulls in his Wylie 34 *Pegasus*, was one of many who started south. After four days he was over 300 miles below the 'great circle' route and not many miles further west than Cape Mendocino. What finally convinced him to go over onto port tack was that he could lay the Islands if he



RITA GARDNER

The southern track derailed David Hamilton.

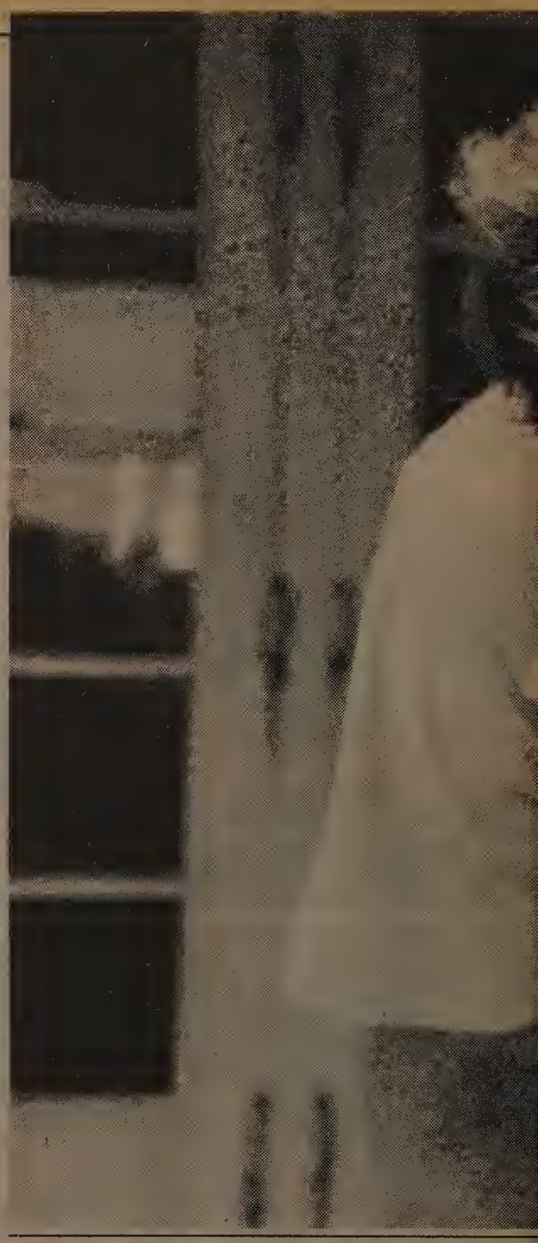
pointed as high as he could. It was a fortuitous move, because he sailed in between the two Highs that had formed.

Chuck — who finished second to Dan on both elapsed and corrected time — was close by and independently arrived at the same decision to tack over on port. It seemed crazy to both of them, they weren't confident it was the right thing to do, but they didn't seem to have any other choice.

David Hamilton — who with Dan Newland we'd picked as a corrected-time co-favorite — was also in the area on his Peterson 33, *Restless*. Unlike Dan and Chuck, he continued south on a starboard tack, and ran into the southern half of the High. In the next five days he would fall hundreds of miles behind Dan, miles he couldn't make up despite some excellent 24-hour runs in the trades.

Indicative of how slow the southern route was, all three boats that crossed the finish line after the deadline had taken this route. They were David Schaal in the Freedom 25, *Pacific Wing*; Jack Von Ommen in the Naja 30, *Fleetwood*; and Don Eldredge's Valiant 32, *Skol*. Some of these boats were still almost 1000 miles out when Dan Newland became the first monohull to cross the finish line. DNF'er Frank Dinsmore, who took the southern track, was a mere 800 miles out of San Francisco after 12 days in an Olson 30.

Of course those willing to fly in the face of tradition often profit handsomely from it. Harold Upham proved it in his Columbia 8.7 *Joshua H.* Armed with something less than



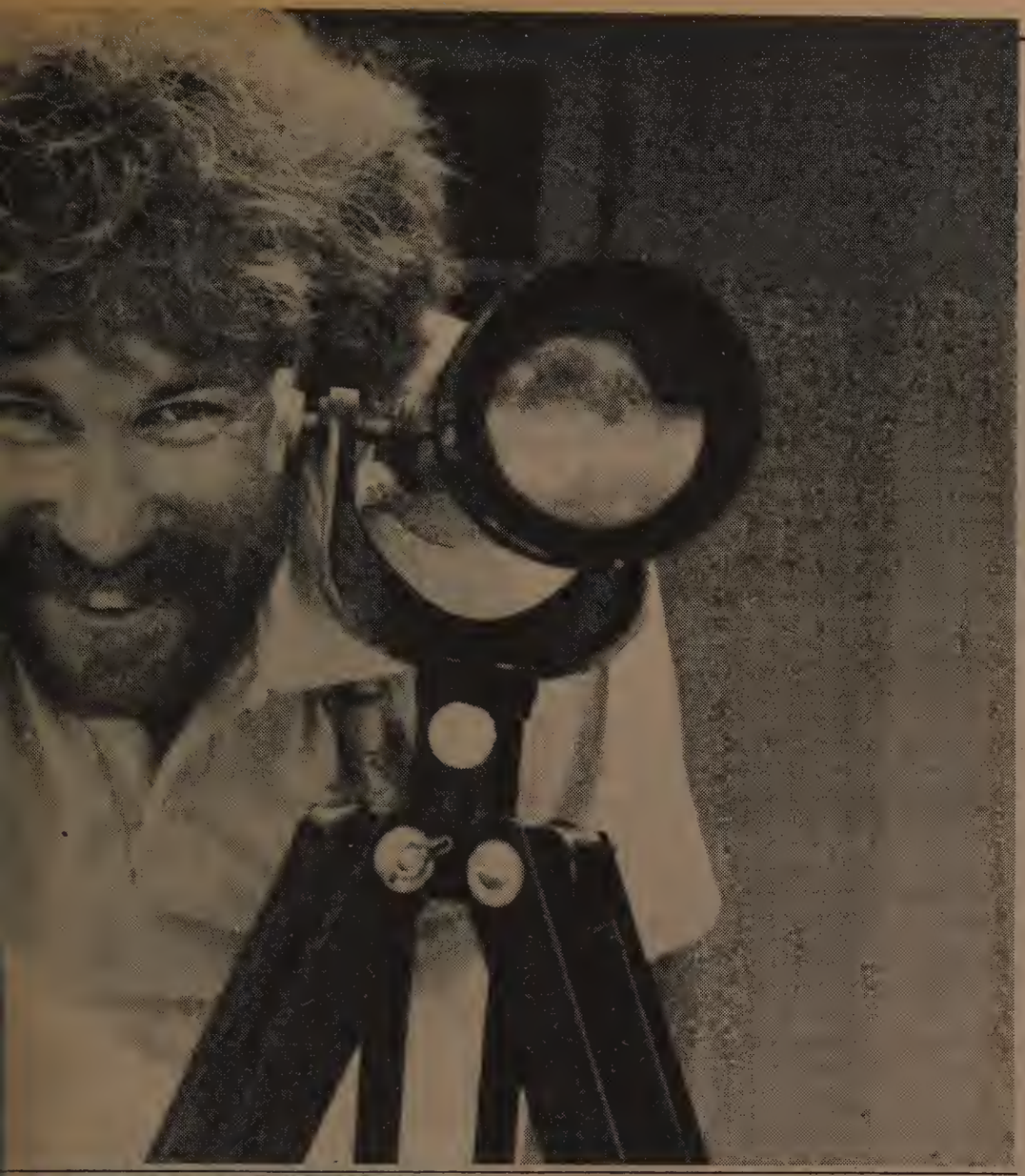
Chuck Hawley scans the horizon for a boat that could corrected out ahead of him. Only Dan Newland did.

Class	Fleet	Boat	Type	Skipper	Elapsed Time	Corrected Time
			MULLTIHULLS			
1	—	**Crusader**	55-ft. Cross Tri	Michael Kane	13-5-34	13-5-34
			ULDB			
1	2	**Collage**	Olson 30	Chuck Hawley	16-15-45	15-18-33
2	5	**Hurricane**	Express 27	Doug McNaughton	18-12-6	17-00-46
3	8	**Gold Rush**	Olson 30	Peter Brown	19-9-44	18-12-32
			PHRF I (162 and under)			
1	1	**Pegasus**	Wylie 34	Dan Newland	16-9-20	15-1-32
2	4	**Courageous**	Hawkfarm	Robbie Robertson	19-4-12	16-19-40
3	6	**Uhuru**	Lancer 36	Darrell Davey	19-4-12	17-20-26
4	7	**Restless**	Peterson 33	David Hamilton	19-11-18	20-13-55
			PHRF II (162 and over)			
1	3	**Joshua H.**	Columbia 8.7	Harold Upham	19-20-39	16-8-27
2	9	**Hi-Flier**	Newport 30	Chuck Kite	21-18-18	19-6-14

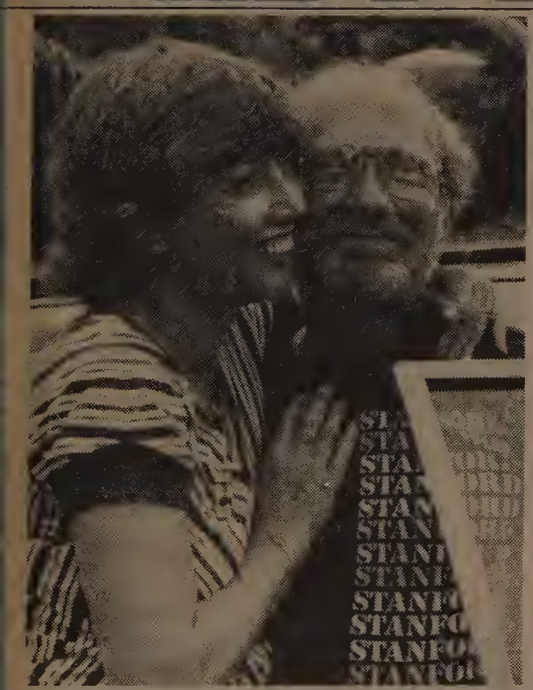
There were four boats that did not finish before the 22-day time limit had expired: Don Eldridge's Valiant 32 **Skol'** David Schall's Freedom 25, **Pacific Wing**; and Jack van Ommen's Naja 30, **Fleetwood**.

Frank Dinsmore on the Olson 30 **Francis Who?** retired in Honolulu with a broken boom. Leslie Clark brought **Typhoonigator** into Maui for water.

Entries that started but dropped out were Karl Burton on the Columbia 57, **Magic Too**; Jocelyn Nash on the Hawkfarm **El Gavilan**; and Leonard Jackson on the Endeavour 32, **Windlass**.



RITA GARDNER



RITA GARDNER

Frank Dinsmore arrived by taxi, but still got a kiss from his wife.

the latest ultralight hi-tech speedster, Upham remembered that in the '80 race it had proved good strategy for low handicapped boats to work through the High rather than try and sail around it. So Harold took a couple of hitches back north to keep things honest. Never wandering farther than 100 miles from the Great Circle route, sly old Harold sailed about the shortest distance, won class honors, and ended up third overall. "I waxed a little ass," he observed with glee.

With a 15th place finish in '78, a 13th finish in '80, and this 3rd finish in '82, extrapolation makes the 57-year old veteran of two major heart operations the odds on favorite to win the '84 race.

While Dan, Chuck and the DFN'ers down south beat into 6 to 10 knots headwinds for the first 1200 miles, their course was "benign". Few of them ever saw over 22 knots of wind, even in squalls. It was a little different story for some boats that took a few tacks north to stay closer to the rhumb line.

Michael Kane, who was first-to-finish in the 55-ft. Cross tri *Crusader*, probably hit the roughest weather of the race, although it was rapidly followed by a calm. After the first four days of the race in which he saw not a single whitecap, than ran into 35 knots of headwinds, with gusts up to 40. He had his storm jib on deck and was ready to hoist, but it never quite got to that point. Later in the race he sailed in "humungous seas" of 18 to 20 feet that nobody else encountered.

Kane, who was far out ahead of the monohulls, is the only one we heard say this year's race was more difficult than the '80 race. (*Everyone* said their qualifier was more difficult than the race!)

But more northerly monohulls, including Karl Burton's Columbia 57, *Magic*; Jocelyn Nash's Hawkfarm, *El Gavilan*; Peter Brown's Olson 30, *Gold Rush*; and Doug McNaughton's Express 27, *Hurricane*; did hit some gusty weather, enough to knock several of them out of the race.



RITA GARDNER

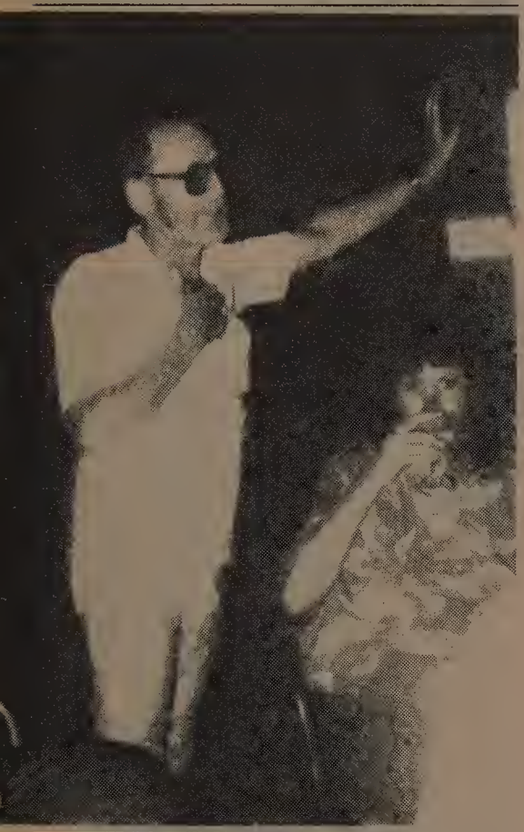
Robbie Robertson with his souvenir boom.

Burton's Columbia 57, for example, came down with steering problems and he dropped out. Not everyone who enters the Singlehanded TransPac is competively racing, as evidenced by the fact Burton had enough fuel to motor 780 miles back to Los Angeles. Jocelyn Nash, who wavered for a while before retiring after 7 days in a torrent of different problems encountered 35 knots of wind before putting into L.A.

There was enough wind and waves to give

S.S.S.

Peter Brown, owner of the Olson 30, *Gold Rush*, some anxious moments. Having only had the boat for about 6 weeks, he was not used to the noise common to Olsons during a blow. He moved his liferaft inside to sleep with; it was illegal, but comforting.



RITA GARDNER

Harold Upham rapidly adopted to the casual dress of the tropics; here at race headquarters in his Fruit of the Looms.

But whether a skipper chose to go north or south, in some ways their predicament was still similar. There were 1200 endless miles of windward work to be gotten out of the way before getting into the trades. This was most unexpected in a race to Hawaii, and was a source of deep fleet frustration. Once in the trades, however, the boats moved along with dispatch in pleasant conditions. Although we had to return to the mainland before the fleet was all in, most folks found this year's trades to rarely blow over 25, even in squalls.

This is not to say there weren't gear problems, of all shapes, varieties and forms. In this category nobody could hold a match to Jocelyn Nash. The day before the race started her cutless bearing had vanished; on the way to the start her engine overheated; an alternator problem prevented her batteries from charging and she could just barely reach the race committee on VHF from a hundred feet; then her exhaust water poured into the bilge; which clogged the bilge pump; and drained the new batteries.

By the second morning her solar panel couldn't keep the batteries up; then two chainplate struts under the deck broke, and later one of the lower shrouds. But her last straw was being near McNaughton when encountering 35 knot headwinds. Figuring he attracts bad weather, and that she needed to be both a better boat mechanic and navigator, Jocelyn gave up after a week. She vows, however, that '84 will be her year.

By comparison, McNaughton had a party on his Express 27, *Hurricane*. His autopilot never worked for more than five minutes, and consequently he either had to proceed at a snail's pace with twin headsails or constantly man the helm. Dedicated to winning this race, he chose the latter option and drove 23 hours a day for 12 days. In most TransPac's he'd be about to make landfall after 12 days, but this year he was still 1,000 miles from the finish! Cutting down a wrapped chute in exhaustion and frustration, he crashed out for three days. August 1st he starts the Doublehanded Race to Tahiti, and plans to let his partner steer a lot.

Handling the various breakdowns is just one of the many things that separates the winners from the also rans, and winner Dan Newland had his share of adversities. They began on the starting line when he had to demand his right-of-way rights from Stone Cup entry (and class winner) *Canadian Robin*. Then there were a couple of autopilot induced round-downs that threatened his precariously thin mast — its one size smaller than used on Olson 30's. Later two broken Schaefer shackles had him up the mast for a bruising 15 minutes of punishment. And there were irritating smaller problems such as his refrigeration going out.

But the one that really bummed him — and the race was an "emotional rollercoaster" — was when the starter motor on his engine failed. Without the engine he wouldn't be able to produce the juice necessary to run cabin and compass lights, to operate instruments, but most importantly to drive the autopilot. (Yes, he had a windvane, but it was a "phase one" model that wasn't very efficient at sailing a straight course.) Rising to meet the challenge, Dan, who previously hadn't seen the insides of a starter, diagnosed the problem and effected repairs.



Skol missed out on the deadline, but not the fun.

Sailing at less than full efficiency — and speed — was a constant source of frustration for Dan. He'd go below to cook a steak and some potatoes — his staples for the trip — only to suddenly bound back to the cockpit to take the helm again. He just couldn't stand the thought that somebody might gain on him while he wasted time eating. For the same reason he took sextent shots sparingly, relying on DR most of the way. Having to sleep and thus fly wung-out headsails was naturally another source of irritation.

While eating and sleeping were obstacles to peak efficiency that Dan couldn't completely overcome, he was ultra efficient whenever it was within his power. For example whatever headsail he was flying — and most were mylar — he'd have 'bracketing' sails on deck ready to hoist the moment a change in windspeed called for it. Similarly he used a full size 1.8 ounce chute for most of the race, finding it took almost an hour to switch chutes.

Dan made his greatest sacrifice for speed



LATITUDE 38/RICHARD



MICHAEL JACKSON

Michael Kane at his moment of triumph.

in the last 36 hours of the race during which time he never left the helm for more than a moment or two. This non-stop hand steering, he calculated, would get him to Hanalei Bay an hour earlier. Such an extraordinary burst after an already exhausting race takes a toll on a person's state of mind, and it was no exception with Dan.

During those final 36 hours of driving, mostly with the spinnaker pole on the headstay, he would often drift off and be steering 'subconsciously'. During one such period of 'unconsciousness' an 'Angi San' — he was reading *Shogun* at the time — appeared in the cockpit and told him that he would blow the race if he didn't take the northerly set into account. When Dan 'came to' it was several moments before he fully realized that there hadn't really been anyone there with him.

Dan's victory was the culmination of more than a year's worth of 14-hour days. It's amazing to recall that on May 1 *Pegasus* had no keel, no rudder, no mast, and that Dan had yet to complete his qualifying sail. Before setting out for Hawaii he'd only been able to sail the boat 3 or 4 times — a practice that isn't recommended, even for a guy who built his boat, had spent two years designing and building sails, and who can fix a balky starter with his wits.

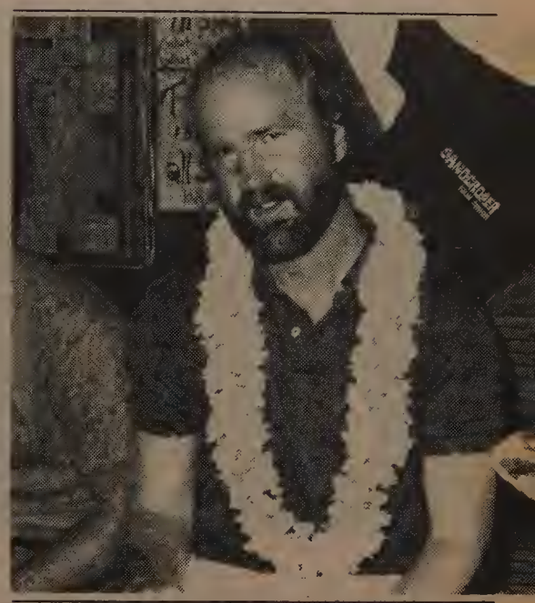
Random notes and loose ends: Mike Pyzel, who sailed the race in '78, did a detailed gear 'debriefing' that all entries participated in. We'll have the results next month. Meanwhile we can tell you that booms were a problem, as both Robbie Robertson and Frank Dinsmore broke theirs. The damage was done during accidental jibes when the preventer is set tight. Robertson didn't feel too bad about his; it delayed him four hours and allowed him to make the tricky Kauai approach during daylight.

Spinnaker and whisker poles went like party snacks, breaking when the rolling motion of the boat dips them in the water.

Doug McNaughton broke two poles and topped off the race by collapsing one side of his mast 23 miles from the finish. With the aid of Karl Burton's Boston Whaler, they were able to haul the mast onto *Crusader*, and then ferry it ashore atop two Avons.

Dan Newland sets up 'weak links' to protect his poles during jibes, and rigged an extra forestay to keep a dipped pole from inverting — and possibly damaging — his mast.

Typical of the frustration of the pre-tradewind weather: Harold Upham hoisted and dropped his spinnaker 10 times during one 7-hour period of variable winds.



Downtown Peter Brown is ready to go cruising.

Those who vow never to carry a spinnaker again: *Uhuru's* Darrell Davey. *Gold Rush's* Peter Brown who only took up singlehanding because he couldn't count on having a female cruise partner. Charles Kite of *Hi-Flier* who sat in a corner of the Sand Groper restaurant and kept repeating, "This is it, this is it . . .", referring to the end of his singlehanded racing days. Famous last words, all of them.

Overcast skies through much of the early part of the race left solar panel powered folks low on juice.

Big post-race topic for ultralight skippers: how to poop in sloppy weather. It's a genuine problem because a third hand is really needed.

Singlehanding on government time. June 19th, day the race started, was the beginnig of Robbie Robertson's two-week "terminal leave". Sounds terrible, but it isn't. A career soldier, he retired from service at end of leave and was free to cruise Islands.

Bringing home a carload of trophies: Dan Newland also won a trophy for the most closely predicting his elapsed time.

Three suggestions from the peanut gallery for the next race: 1. Some sort of communications should be required, not for the racers, but for the many friends and relatives who wait in ignorance. 2. The transportation between shore and the boats has always been terrible and needs to be improved. 3. Modern electronics probably should be allowed; several boats had to unplug lorans.

— latitude 38,

with a special thanks to Linda Rettie

KANE



LATITUDE 38/RICHARD

The two gentlemen above are (left) Michael Kane, skipper of the 55-ft. trimaran, Crusader, *and (right) Norm Cross, the designer of the boat. The photo was taken the evening before the start of the Singlehanded TransPac.*

The copy below is a slightly edited transcription of Michael Kane's recorded diary during that trip. It's not earth-shaking reading, but we think you'll find it interesting.

The Start — June 19

The start was a lot of fun. *Crusader* went right down the line as the red flag went flying up; the big head sail was luffing, because I was a little early at the line, and you need to be a gorilla to get in it. Anyway we tacked right there in front of the rocks, and the people on the shore must have loved that.

We did real well when we were in the harbor and had wind, but the west and the southwest winds got lighter and lighter and by midnight there was hardly any at all. We're sitting here at midnight off Pigeon Point, about 50 miles down, with no wind at all. Occassionally we're doing a 360 and things like that. From 12 to 6 last night there was not much wind at all. Like nothing.

The winds have picked up here Sunday, 20th of June, and we're moving again, but so far it's an extraordinarily light race. This does not favor *Crusader* because she loves wind so she can go charging. It's not looking too good for me, but I imagine the Olson 30's are doing real well. I'll report back in later.

Day Two — June 20

This is the second day, and we're doing real well. My concern yesterday that we'd be sitting through three or four days of a drifting match did not last, and we're trucking along on a close reach or close-hauled course of 230 or 240 degrees which is just about the right course for right now anyway. We're doing 10 or 11 knots, which is not quite like two years ago when we were doing 15 and 16, but we've got lighter winds. It's squally out and looks miserable, but we're going just fine.

My self-steering gear is working well, and I don't envision a record run, but my spirits are up. Today is the first day of summer, and it's a lousy day out.

This is a little later in the day, the winds have picked up, and we're kinda moving well. I thought you might appreciate some of the sounds I hear from my bunk at 15 knots, so I'll keep quiet and let you listen: *Gurggle, gurggle, blurp, blurp, blurp, blur de blurp doop do . . . blurbble, blurp, gurggle, gurggle, gurrrgggllleelly, blur.* Well, that's about it. As I play it back I don't think you can hear it too well. Anyway sometimes a wave slaps up against the hull with a loud thump, but you didn't get any of those.

Day Three — June 21

Here we are, Richard, into the fourth day and amazingly enough I still see patches of the sun. But the bad news is that apparently I've



SELF-PORTRAIT BY MICHAEL KANE

sailed into the fringes of a high pressure area, which has moved 800 miles from its position out in the middle of the north Pacific. Now it's only about 200 miles off San Diego.

This morning at 5:00 there was no wind at all. It's very flukey. So it's been an amazing race; in these first four days I haven't even seen a single whitecap, and this is the first time I've seen the sun. So we're going to have to have a little better weather here.

Crusader is still moving real well, anywhere from five to eight knots with what wind she has. And you know she's a fast boat. Unfortunately my course is a magnetic 180 degrees which has me going south, but it's the best I can hold. We're moving along, but not in the right direction at this moment.

Day Four — June 22

This is Tuesday evening, and unfortunately for *Crusader*, she's sailed into a high pressure area, which you really don't have any warning of. But I'm sitting here, heading due south at probably half a knot. So we're not doing extraordinarily well.

The high point of the evening was that I got through on KMI to talk to my wife and find out how things are going there. I told them I'm going to be late and that I'm sitting here in a high with no wind and things aren't looking too good for *Crusader*. It's amazing, you look out there, and it looks just like a millpond. I'm not used to this in an area where it's supposed to be blowing. We'll just have to continue on and do the best we can with what we've got. *Report given in a very quiet tone of voice and somber mood.*

Well Richard, here we are almost noon time on the fourth day of



this fantastic sailing odyssey. I would think we'd want to call this the "Hide and Seek" TransPac with the high pressure problems we've had. This morning I found out that the high pressure area is only 90 miles away from me and coming in my direction. So I tacked over and unbelieveably the wind is coming in the opposite direction it should be coming from. I had just about the course I needed for a while, but now I'm at 285 true. So I'm actually heading up on port tack to try and get away from the high — and actually sailing quite well. It's just that I don't know where the heck I'm going to tack to get back down again. So 'hide and seek' is really fun [*a little sarcasm here*].

I don't know where anyone else is, although it pumped my spirits up to talk to my wife and my young son Chris who went out for football on Monday. That made me give the largest cheer I've ever done! If anybody had come by they obviously would have thought that I was obviously looney tunes. [*All spoken with lots of emotion.*] That was exciting for me.

We're bucking up and moving real well right now; unfortunately, we're 50 degrees off course, but that's the way it goes.

Day Five — June 23

Well Richard, here we are at midnight, going on in to Thursday. The winds have arrived, and they are right on the nose. Unbelieveably they're still coming from the southwest although I'm on a rhumb line course to Hawaii. So that's great.

Crusader is doing about 15 knots right now, smashing through waves. Needless to say I'm up tonight watching her progress, making sure that she doesn't get overpowered. We're moving, and we're moving in a hurry. I pity the Olson 30's and other small boats having to buck through these winds. Anyway it's hard to believe the first 750 miles has been beating to weather, which just has to have been an unusual wind pattern.

Day Six — June 24

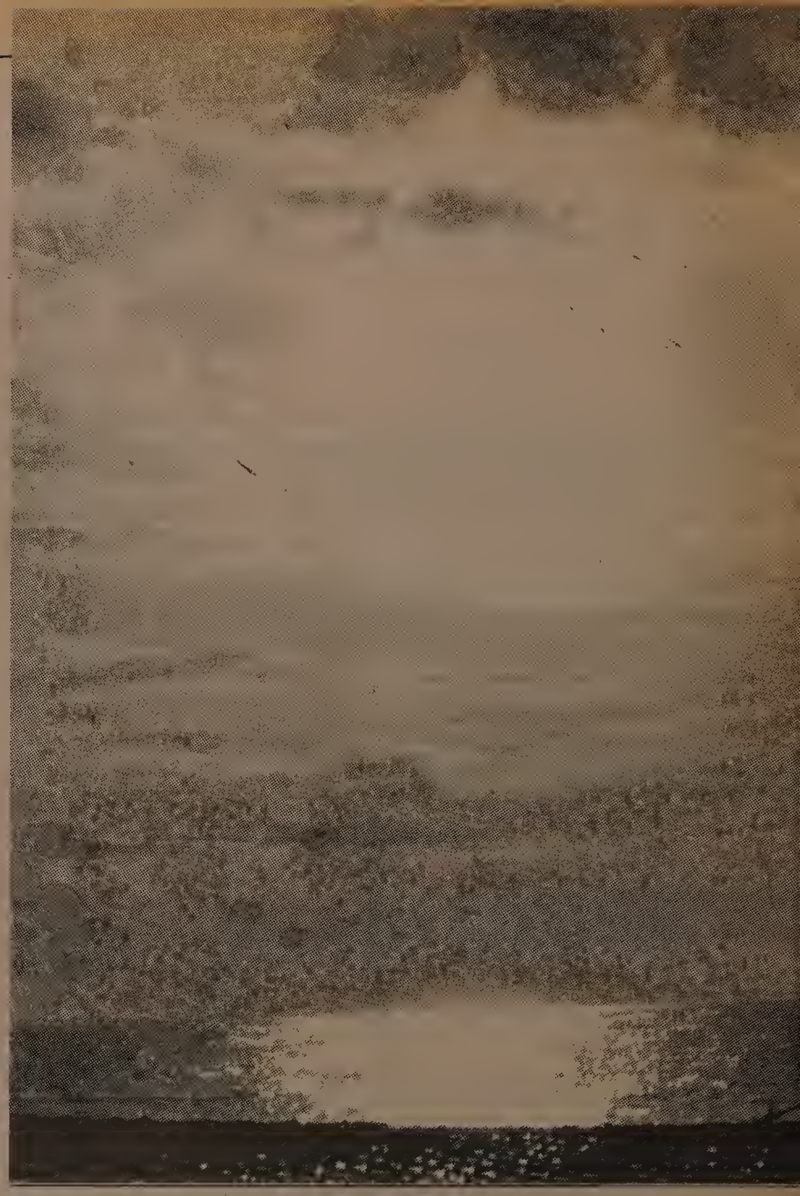
Good Morning, Richard. It's Thursday, the 24th. Last night you probably would have enjoyed it, it was extraordinarily wild and woolly. I finally had to bring the No. 3 genoa down after doing 18 knots and bashing into waves which then cascaded over the entire front of the boat. I put up a smaller jib on the inside — a staysail — and I was still doing about 10 or 11, right on the rhumb line course of 250. Anyway that's the way we're going, and everything is going good.

I'm definitely out of the high, we left that behind. I don't know what's causing the southeasterly winds we're in now, which are very unusual.

The only thing amusing last night was my Notre Dame visor went winging off at 1:30 in the morning. But a small little miracle — I found it this morning wedged next to the spinnaker pole. There are good little things that happen!

Well this is very near the end of Thursday, and we've had a beautiful day because we've finally hit the trades. As a consequence the wind has let off a little bit, it's blowing 20-plus or so. *Crusader* has a small No. 4 up forward and the main is being allowed to luff. We still are doing about 15 knots.

For the first time on the voyage we're not sitting in a squall, hard on the wind, or in a calm. After 900 miles we're trucking. We've cracked off, and we're right on a rhumb line to Hawaii. Talk to you tomorrow, because we're making some miles now, making some miles!



Day Seven — June 25

What are we into now? Unbelievably we're into Friday, and it's blowing 30 to 35 out there, right on the nose, and we're punching into it. I don't like it [*nervous laughter*], I don't like it one bit. I don't know where the heck all this weather came from, but we're not in the trades. What we're in I don't know, I can't quite describe it. At least we're still moving along well, only 10 degrees off the rhumb line. But we're taking a pounding here, it's really not too nice.

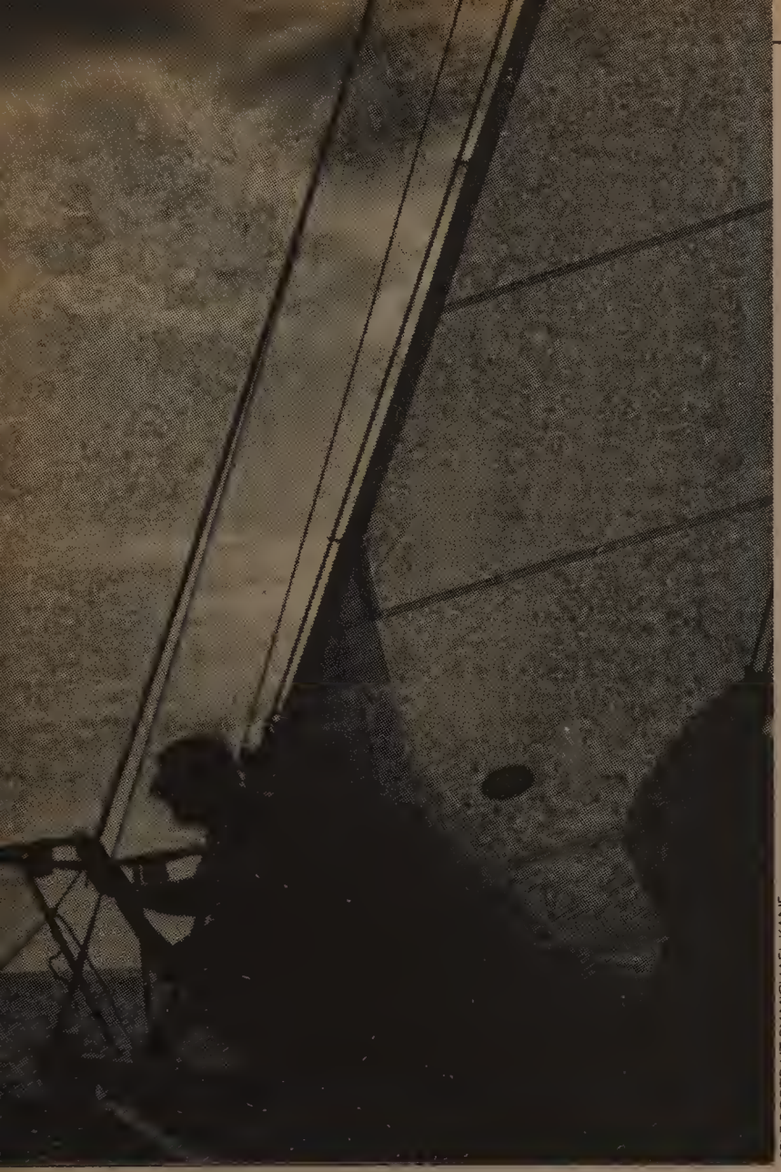
I might add we're under one reef in the main and No. 4, and I'm contemplating going to the storm jib here shortly. I'll keep you posted.

Here we are Richard, Friday the 25th, and last night it hit 40 knots, yes, occasionally gusts up to 40 knots, and I was thinking about the storm jib. I am now completely in a calm, and that noise you hear in the background is my main flapping back and forth. I don't know whether I've sailed into another high, or if another high has formed. I'm 135 degrees longitude, 30 degrees latitude — a little further beyond that. I just hope another high has not formed, and that I've not sailed into it. [*Sardonic laughter*]. It's just hard to believe that this race has had so many ups and downs — I'd have to call it a 'yo-yo' race.

It's hard to believe that just a few hours ago we were going so fast we were almost out of control. Now we have zero. But that's just the way this race has been.

Day Eight — June 26

Morning Richard. This is the one week anniversary of the race. If I sound better [*he sounds more chipper*] it's because I got some sleep



SELF-PORTRAIT BY MICHAEL KANE

last night after the previous nights where it blew 35 to 40. The wind is still coming out of Hawaii, right on the nose. It's still almost 180 degrees from where it should be. I'm taking a header, going down south, 180 degrees, which is 200 on the chart. I just figure I'm too high and the only thing I can do is stay sailing at 270 or go down to 180. I'm going 180, south, and will try and figure out these winds.

To synopsize our one week celebration here, we've been going to weather for 1200 miles, for seven days, through lots of calms, through lots of squalls, through lots of rain, through one gale. It's still on the nose, and we're still going for it.

The only thing I miss is not knowing how my competitors — who I presume are astern — are doing. It must be awfully bad for them as well. I suppose in a week or maybe less we ought to be there. It doesn't look like a record this year; it looks like an OSTAR, all the miles to weather. [*Laughter*]. It's hard to believe because on the chart it says you get winds like this maybe 5% of the time, but we've had it since the beginning. Talk to you tomorrow.

Day Nine — June 27

Good morning Richard [*most enthusiastic greeting to date*]. All I can tell you is that, hooray, we've found the trades or they've found us. They do exist! We're in the trades, on course to Hawaii. I'm 60 degrees off the wind, and we're trucking! So after almost one whole week to the day of beating and in light airs on their nose we're reaching off to Hawaii and should be there in about five or six days. So God Bless — I'm in a pretty good mood as you can tell, and I justwanted to tell you that it finally happened.

Just wanted you to know later in the day that we're scooting rapidly at 10 or 11 to Hawaii, and that I've got a nice conversation going on with my Japanese friends and thought you might like to hear it. "Hako, take itbus skkdk; lkj; kskskd kjkdseie kkddk s'd chidkck k . . . etc., etc.". [*recording is of radio transmission between two Japanese*].

Michael: Ah so, ickisk ughti ks kskdkihshitu . . . ho, ho, ho [*laughter*]. That just shows you what a Single Side Band radio can bring you, Richard, I thought you'd appreciate a little humor after hearing the first part of the tape. I just had a sudden thought [*laughter*], I hope my course is right and that I'm not heading off for Japan.

Happy Sunday, Richard. It's a beautiful day out here with sunshine now, and some squalls around. I looked at my barometer this morning and it's up a whole notch, which is about 1024 plus, which means I'm just about in the high pressure area again. That's the bad news for the morning. The good news is that the big spinn is up, and drawing with what little wind we have. We've got no choice but to sail out of this latest high pressure area. I think this is about the third one I've played with this trip. Too bad I didn't have some foresight on this one, but my little Radio Shack time-cube which gives me weather reports is on the blink. It's just a shame, but you can't have everything. We're still moving, so I think we'll be able to sail out of this.

I'm back, it's still Sunday and about 4:00 p.m. We're moving along fine — a No. 1 and a staysail inside. The spinnaker, [*laughter*], the spinnaker exploded just about an hour after I put it up when a gust of wind and a small squall hit it. That's the hot news of the day.

The other news is that the radio cube I was talking about, the one that gives me time signals, well I threatened it with extinction and really forced it and got out my high pressure position, which the way I feel now, I should be by and have no problems with. I should be by it shortly, so we're in good shape and it looks like late Friday or early Saturday norning we'll be in Hawaii. So things are going well.

One other P.S. There's a lot of squalls out here and they come marching along like soldiers. One last night, it just ripped us along with my speedo reading 21 knots. So you know I was a little anxious and letting my sails out and getting ourselves downwind. So it's generous sailing with these squalls, you have to be on your toes all the time.

Day Ten — June 28

This is Monday, the 28th of the month. We're scooting along, averaging about 11 knots and waiting for some wind although there is a squall over us right now, and we're really moving. The wind has moved around from beam reach to a broad reach. We're about 400 plus miles away from the high pressure area which I told you about yesterday. So now the barometer is starting to go down towards 1023 again, getting down towards 1020. But we've got wind and if this keeps up, we'll be in Hawaii some time Friday.

I want to mention in the way of football matches here, it looks like I'm going to beat my record for the second half of the TransPac by a couple of days. Of course I really got loused up on the first half and was three or four days late on the first half, on the first 1200 miles.

I'm not flying the spin yet, and I probably won't until I get more downwind opportunities.

This is later on Monday, and I've just done my sextant sight, and we've had a nice 225 mile day, which means we're going fine — we're on the great Circle Sailing Route to Honolulu.

KANE KHRONICLES



RITA GARDNER

The spoils of victory.

This morning was fun and games when I tried to put the spin up, my other spin, my stronger one. It was just too much wind, we were out of control and my heart was in my mouth because it started to wrap around my forestay. The first time I put it up I noticed a little hole up by the top, and I had to bring it down, patch the hole, and put it back up again. And all the problems involved with that. Then I had to take it back down because I was out of control and having too many problems with it.

Now I got the No. 1 poled out on the starboard side and the main way out, we're off the wind, broad reach to running, and I've got a big drifter on the back of the main. We're doing real well, and it looks like maybe four more days and we'll be in.

Hi, I've given you a little of the boat sounds while I'm trying to sleep here. A little of the sounds of the boat when it's really moving — we're doing 12 to 15 knots. I thought I'd just set up here and let you listen. [*About 45 seconds of water noise, not too dramatic but lots of noise*].

Well, that's about enough of that. But it's interesting how you sleep with all the swishing noises going on, surfing down waves madly — we're going directly downwind. It's interesting.

Day Eleven — June 29

It's Tuesday, the 29th [*sounds very up*] and I can just tell you it's a boring day, there's not too much going on. I painted some of the boat, sprucing it up. I fixed my spinnaker which had a bad rip in it, not the one that exploded, but another one. And all in all we're slowing down again. We did 210 miles yesterday. It looks like we got about 3½ days left. But we're just kind of taking it easy and moving along here. If it gets too much lighter I'll probably put the spinnaker back up.

Day Twelve — June 30

Well, it's Wednesday, the 30th. This is the day I was supposed to be finishing, but due to the light winds of the first part, we know that's not quite possible.

It's also a great day because my wife and kids will be flying over on an airplane today and at noontime it's like only 450 miles to Hawaii.

I had a terrible night. The winds picked up, and the seas have picked up, and twice the main backwinded because the self-steering couldn't handle the gyrations of the boat. So we had a terrible time getting it back together again. I don't think there is anything more heart-rendering than coming up and seeing this huge main backwinded. But we got it squared way, and I'm going to shorten the sail in a minute here.

We're getting close now Richard [music playing in the background]. It's still Wednesday, late Wednesday, and sure enough we got a little Hawaiian music coming in from Oahu 400 miles away. So I've got entertainment again, my spirits are up, and we should be in very late Friday. We're surfing, doing 11 and 12 knots on the meter. It actually averages out to be about 10.

Day Thirteen — July 1

Happy July 1st. I'm not so pleased to tell you that Michael here has been bloodied a little bit. I had my third backwinding of the morning with my main coming all the way through and the self-steering unable to bring it back in time. That, and I had a huge drifter up forward on the same tack, so when I came up to fix the problem, the first thing to do is get the huge drifter down. In the process I slipped and hit my nose on the hatch up forward, and [*laughter*] had blood all over from my nose. All over me, my sail, and I was trying to get the halyard down correctly . . . well, blood all over everything. I got aft holding my shirt to my nose and brought the main in midships, so I could bring the boat around. I got that done, but blood all over the place too, the excitement of the day. I even got a little rip in the sail.

Well, here we go, I'm on the helm, and it's Friday. I've been up all night except for two hours where I tied the helm and let her go by herself.

The waves out here are absolutely humungous, Richard, they are unbelievable. I had too much sail up with the No. 2 and the main, and finally just as I'm taking it down it got wrapped around the forestay. And wouldn't you believe the good luck, it ripped. I finally got it down by pulling it down with the halyard let go. Now it's 5:50 in the morning, and I'm going to have to steer her all day because my steering — the little self-steering cannot handle the huge waves. So I'm going to be here interfacing the self-steering all day. I figure I've got 10 to 12 hours to go, God willing I can find that island. I have a noon sight, and we'll be in, but right now things are not looking too good.

Yahoo Richard! [*Genuine enthusiasm and exhultation*]. Land ho baby! We see it, exactly 2:35 in the afternoon. It's 7/2 on Saturday, and we're heading in [*laughter*] doing 15 knots and spray is flying everywhere [*just bubbling*], as you can hear from the noise, ho, ho, ho! God bleesss, I just took my sight and found out I was a little too far out, so I'm going to be coming back in.

It was great doing this tape, but I don't know if I want to play the whole thing back, there were some bad moments on it back there. I'm in a great mood now, jumping up and down, and I'll talk to you on shore. I'm like a wild Irishman and really excited.

[*We were surfing in Hanalei Bay when Michael finished. We paddled out and climbed aboard* Crusader *as he and the race committee helpers were setting the anchor. Michael looked healthy and relaxed, like he'd been out for a short daysail.*

He, of course, was the first to finish.]

Oakland to Catalina Race

The 380-mile Metropolitan YC race to Catalina had a small fleet of 11 boats. First to finish and first on corrected time was Harold Nelson's custom 50-foot *Axel Heyst*, which had to overcome some crew problems to win. Shortly after the start on July 5th at the mouth of the Oakland Estuary, two of *Axel Heyst*'s crew flagged down a passing motorboat and hastily departed the yellow sloop. They claimed the skipper Nelson had been giving them a bad time and that "they had better things to do with their life". Nelson later said there had been a disagreement, but once the incident ended the rest of the crew got along fine. "We had two spinnaker wraps and one flying jibe," he said, "but they handled it real well." He added that the hospitality at Catalina was outstanding, with a barbeque party at the Descanso Bay Club to wrap things up.

The winds got lighter as the fleet headed south, with some holes stopping boats off the Santa Barbara Islands. Peter Rookard on the Cal 25 *Windshadow* reported they were parked for one twelve hour segment off Santa Rosa Island, but then found a breeze that held all the way to Catalina. The Islander 36 *Gaelic* didn't fare as well, running into a big hole off Morro Bay. The crew took a vote and decided to can the race, motored into port and rented a car for the drive down the coast. They made it in time for the barbeque.



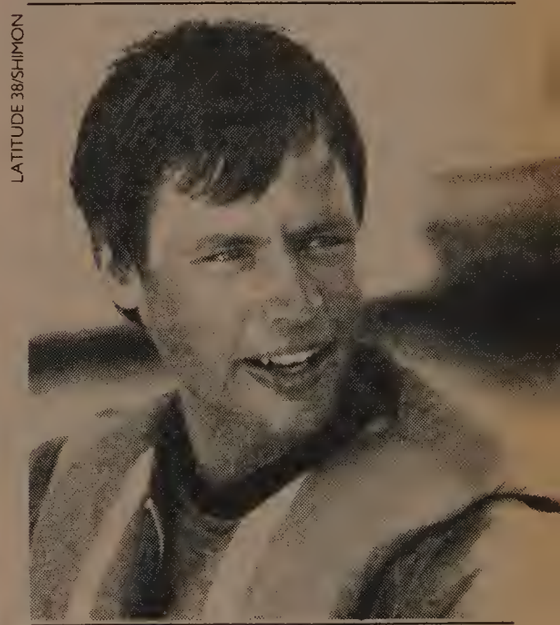
LATITUDE 38/SHIMON

RESULTS

1) **Axel Heyst**, Custom 50, Harold Nelson, Alameda; 2) **Cohesion**, CF-37, Douglas Moorehouse, Belvedere; 3) **Gypsy**, Islander 36, Gary Dahl, Los Gatos; 4) **Windshadow**, Cal 25, Ron Hatt, Beniciah; 5) **Preeminent Pelican**, Lancer 44, Don Abbott, Alameda; 6) **Capital Gains**, Santana 35, Dick Wilson, Modesto; 7) **Take Five**, Santana 35, Fred Doster, Concord; 8) **Severn**, Annapolis 44, Ryle Radke, San Francisco; 9) **Champagne**, Morgan 38, Daniel Goddard, Sausalito; 10) **Dealer's Choice**, Islander/Peterson 40, Don Wilson, Orinda; DNF, **Gaelic**, Islander 36, William Ormond, Hayward.

Laser Slalom

The annual Laser Slalom, a match race elimination derby held off the St. Francis YC, has earned a reputation as an action packed, rootin' tootin' show. Ebb tides and strong westerly winds make for lumpy sea conditions, adding to the delight of the shoreside spectators. It takes two days to whittle down the original field of 32 competitors, and this year saw the final race between two veterans, Steve Jeppesen and Craig Healy. Healy, a past national Laser champion, won the showdown after Jeppesen capsized going upwind. Healy survived a last second capsize before crossing the finish line to become one of three two-time winners. Paul Cayard and John Bertrand are the other double victors. Jeppeson earned the dubious distinction of being the only contestant to take second place three times.



LATITUDE 38/SHIMON

Two-time Laser Slalom champ, Craig Healy.

Midnight Moonlight

Midnight Moonlight Maritime Marathon winner Fred Paxton says the whole race, run July 10th, was "charmed" for him. "I've had enough disasters on this race," he said, "that I figure I was due on this one." The 35-mile jaunt, started in the late afternoon, goes from Raccoon Straits to the Vallejo Bridge and back. Paxton's aptly named Ranger 23



Moonlight, completed the course in tide-aided six hours. Going up the Bay with the flood and returning with the ebb gave the smaller boats a distinct disadvantage, as did a couple of holes in the wind which kept the bigger boats from catching them before the finish. (The reverse order start based on time allowances means the first to finish is the winner in this race). *Moonlight* beat second place *Keelkicker*, a Santana 22, by over six minutes in the 54 boat fleet.

One of the boats that didn't finish, but reports they had a great time, was Nick Penoyar's Columbia 30 *Impulse*. Nick's never been much of a racer, but reading about all the competition in last month's issue (Volume 61, July 1982) got him jazzed to give it a shot. He especially liked the idea of doing a one-shot race and not having to get committed to a whole season of campaigning. The Midnight Moonlight also gave him a reason to fly his new spinnaker, which he hadn't used since he bought it six months ago! *Impulse* wasn't competitive with the rest of the fleet, and at 2:30 am on Sunday morning, adrift in Raccoon Straits, they decided to call it quits and motored home to San Francisco. "I never want to be one of those macho, hot shot racers," said Nick, "but I do want to do more recreational racing. We had a hell of a good time!"

RESULTS (top 10)

1) **Moonlight**, Ranger 23, Fred Paxton, Richmond; 2) **Keelkicker**, Santana 22, Donald MacPhee, San Francisco; 3) **Vocker**, Folkboat, Judy Walsh; 4) Sail #1026; 5) **Danville Express**, Newport 30, Andy Hall, Alameda; 6) **Temptation**, Cal 2-27, Rollye Wiskerson, Vallejo; 7) **Stinger**, M. Gregory, Palo Alto; 8) **Eclipse**, Hawkfarm, Fred Hoffman, Alameda; 9) **Current Sea**, Ranger 23, Charles Daluini/Jim Hancock, Walnut Creek; 10) **Renegade**, Coronado 25, Pete Bingham, San Jose.

MORA Long Distance

John Dukat, skipper of the Mancebo 23 *Critical Mass*, wrote a letter to his crew before the July 2nd start of the Midget Ocean Racing Association (MORA) race to Pt. Loma off San Diego. In it he noted that the competition would be tough this year, with such downwind flyers as the Santa Cruz 27's, Moore 24's, and Olson 30's out in force, not to mention the new Express 27. "Even more formidable," he wrote "is the return of the Santana 22, a boat with a most favorable handicap (PHRF 240), and there are two of them entered."

Those words were prophetic, because Dave Hankel's *Expresso* and Scott Owen's *Pagan Baby* took top honors for the race. For the second year in a row, the ULDB's were unable to plane away from their displacement sisterships. Winds were steady and moderate, with a few holes that surrounded the leaders and allowed the followers to catch up.

Hankel planned for the race since March, stripping the boat and putting in the gear needed for ocean racing. He had only two others onboard, Greg Paxton and Peter Truman, who also navigated. He says they usually only had one guy on watch while the other two rested. Owens, meanwhile, had a total of four, including his dad Tom, Bob Zolli and Cameron Girton. The two Santanas pressed each other the whole way, and Hankel reports they never really ran out of wind except for one hour near San Clemente Island.

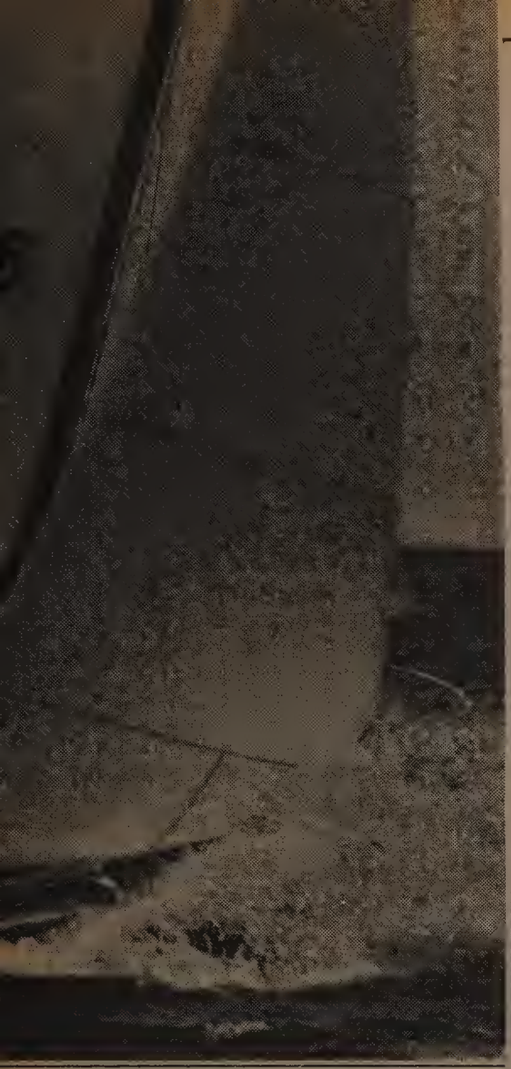
Aboard *Critical Mass*, Dukat says they had a fabulous time. His crew was Dennis Gruidl, George Kiskaddon and Jim Antrim. The second night out, just past Pt. Conception, they had a full moon, 22 knots over the deck with the spinnaker up and swells big enough to surf for hours. They hardly had to wear foul weather gear the whole trip, and were treated with a show of marine life, including a pair of breeching humpbacked whales and two pods of grey whales.

For the bigger boats in the fleet, it was another case of wait 'till next year. Mark Heckman, aboard on the Olson 30 *Saint Anne*, says they sailed the rhumb line, had wind most of the nights, but suffered calm spots in the morning until the westerly filled in. Another Olson 30, Ron Gross's *Dirty Thirty*, did manage to set an elapsed time record for the race, with a time of 66 hrs., 14 min., 13 sec., but could only correct out to ninth in division and 16th overall. Jim Gannon's new Sonoma 30 *Caliente* suffered misfortune on the race, breaking their rudder after hitting a shark and had to withdraw at Santa Barbara.

RESULTS

LIGHTWEIGHT DIVISION: 1) **Critical Mass**, Mancebo 23, John Dukat, Oakland; 2) **Wet Willie**, Santana 525, Bruce Barry et al, San Ramon; 3) **Uxb**, Express 27, Bill Patry, Tiburon; 4) **Half Fast**, Merit 25, Ron Handmann, Oakland; 5) **Flexible Flyer**, Choate 27, Johanna Weir, Alameda; 6) **Friday**, Express 27, John Leibenberg, Livermore; 7) **Wet Spot**, Moore 24, Michael O'Callaghan, San Francisco; 8) **Hazy Image**, Moore 24, Barr/Constanten, San Rafael; 9) **Dirty Thirty**, Olson 30, Ron Gross, Santa Cruz; 10) **Pipe Dream**, Olson 30, John Shelton, Aptos; 11) **Saint Anne**, Olson 30, Dick Heckman, Castro Valley; 12) **Foreplay**, Wilderness 30, Ratcliff/Weinberg, Orinda; DNF, **Caliente**, Sonoma 30, Jim Gannon, Petaluma.

HEAVYWEIGHT DIVISION: 1) **Expresso**, Santana 22, Dave Hankel, Alameda; 2) **Pagan Baby**, Santana 22, Scott Owens, Oakland; 3) **Pandemonium**, Thunderbird, Bruce Cameron, San Diego; 4) **Harry**, Newport 30, Dick Aronoff, Ballena Bay; 5) **Hippo**, Smith 25, Ray Osborn, Alameda; 6) **Flying Cloud**, C&C 30, Roger Shortz, Pinole; 7) **Apple Pie**, Thunderbird, Austin O'Brien, Fremont; 8) **Winsome**, C&C 30, Bob Bartell; 9) **Concubine**, Ericson 30+, Ev Lester, Walnut Creek.



LATITUDE 38/SHIMON

Expresso, overall winner at the start of the M.O.R.A. Long Distance Race.

Boreas Race

The July 3rd Boreas Race, a 78-miler from San Francisco to Moss Landing on Monterey Bay, featured a duel between two Santa Cruz 50's and the new Santa Cruz 40. The 23-boat fleet started off Baker's Beach. After rounding Mile Rock and cracking sheets for the reach south, the 50's *Chasch Mer*, owned by Randy Parker, and Larry Burgin's *Oaxaca*, broke from the pack along with the SC 40 *Pronto*, owned by Jay Crum. The 50's eventually pulled ahead in the 30 knot winds, but experienced some control problems on the jibes, which *Pronto* executed smoothly. *Chasch Mer* crossed the finish line with a time of 8 hours, 9 minutes, 43 seconds, a new record, with *Oaxaca* just 40 seconds behind. *Pronto* saved her time on both of the bigger boats and took both division and overall fleet honors.

For the smaller boats it was a much longer day. When the wind died at sunset, they found themselves stalled on Monterey Bay, and several didn't finish until the wee hours of the morning. Jed Mark, sailing on the Ranger 23 *Moonshadow*, crossed at 5:00 am. His consolation, he reports, was the great party that evening at the host Elkhorn YC, a Boreas Race tradition.

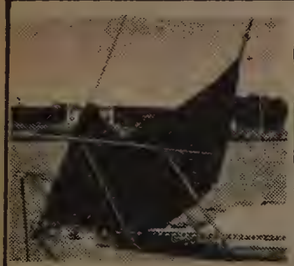
RESULTS (top five each division)

ULDB: 1) **Pronto**, Santa Cruz 40, Jay Crum, Santa Cruz YC; 2) **Chasch Mer**, Santa Cruz 50, Randy Parker, SCYC; 3) **Oazaca**, SC50, Larry Burgin, SCYC; 4) **Sweet Pea**, Express 27, Jeff Pearson, SCYC; 5) **Patient Lady**, Olson 30, Paul Fuge, Monterey Peninsula YC.

PHRF ONE (0 to 150): 1) **Swell Dancer**, Santana 35, James Graham, Metropolitan YC; 2) **Meltimi Too**, Cal 35, Bill Jonas, Corinthian YC; 3) **Rosy Option**, Esprit 37, Richard Leute, San Jose SC; 4) **Moody Blue**, North Coast 36, Ray Hutton, Oakland YC; 5) **Tom Cat**, Islander 36, Alan Sebastiani, Island YC.

PHRF TWO (150+): 1) **Annabelle II**, Buccaneer 28, Don Ford, Elkhorn YC; 2) **Hacho II**, Santana 27, Steve Rosenthal, Berkeley YC; 3) **Deja Vu**, Ranger 33, Al Ward, SCYC; 4) **Greybeard**, Santana 22, Kelly Weir, Elkhorn YC; 5) **Quetzal**, Hawkfarm, Robert Belforte, Oakland YC.

MULTIHULLS (one finisher): **Raja II**, Brown Trimaran, Howard Jones, Elkhorn YC.



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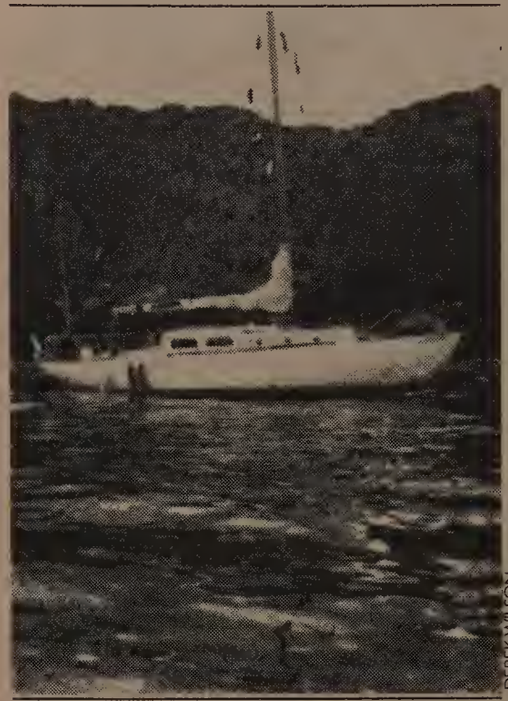
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CHANGES



DEREK WILSON

Homer, Taiohae,

Homer – Kettenberg 40
Derek Wilson & The Gang
Atieheu, Nuku Hiva, Marquesas

Ahoy Mates, it's way past the point of casually putting forth my monthly 2 cents worth of sea trash. I'm afraid I've been inflicted with that notorious Marquesan disease — lethargy. Anyway, in a feeble attempt at making the July press, I will write up the rudiments of our last months journey.

This is the ever popular *Homer* tuning in from Paradise. We're in/on Nuku Hiva, Marquesas, French Polynesia. We're as happy as three pigs in a bucket of shit (I've observed the pigs around here — they seem very happy).

It took us 27 days in our K-40 to sail from Puerto Vallarta to Taiohae Bay, Nuku Hiva. Everything was absolutely peachy except for the 8 day stopover in the doldrums. It was a good lesson in patience and humility. All things considered we did better than many.

The Marquesas Islands are a different story — "Bon Apetit", *Spectacular* — learn French, better yet, learn Marquesan. CAW-O-HAH (sounds like) means the same as Hello, good bye, nice day if it don't rain, etc., kind of like Aloha. Pia Pia — here's a word a group of teenage boys taught me during a casual Sunday fete. Its meaning, unfortunately, wasn't chicken like they told me. Instead, and to my embarassment, the town thinks I have a perverted interest in male genitalia. Learn the language!

There's a lot of poverty on these islands. However it's only the yaties that are impoverished. The locals are loaded — beaucoo bucks! It doesn't seem right. Whatever happened to the Third World? I practiced phrases like "me G.I., me have nylons, chewing gum." Instead it's the locals giving us fruit for free out of pity. Bring lots of money. Things are very expensive — try $7 for 2½ dozen eggs.

It's illegal, but if you were to have 50 cases of Kahlua I think you'd be real popular with the store keepers. I wouldn't know personally, mind you, but it's just a thought — peanuts, peanut butter (Jif), tequila, Amaretto, would also be good.

I believe we hold a world's record. Since leaving California we have yet to catch a fish. That's 2½ months now. Captain Hookless, once known as Captain Hookup, has lost the respect of the crew. It is with this problem in mind that we've decided against writing "Fishing, The Pacific Guide for the Deep Sea Angler" and have instead opted to request that you, the readers, send your helpful hints to *Homer*, Captain Hookless, c/o: Poste Restante, Papeete, Tahiti, French Polynesia. It's really important that we catch a fish before our journey's over. So please give us a hand and help hookless become hookup again. We'll be stopping in Tahiti off and on until the 15th of August.

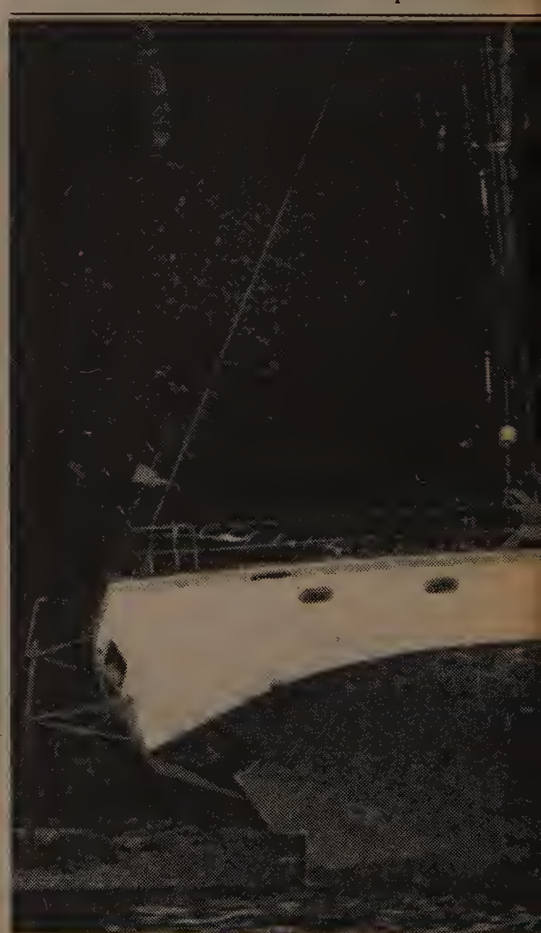
Provisioning is of the utmost importance in maintaining a happy ship. I can't emphasize enough the stupidity of not thoroughly outfitting your boat with food. First of all buy a shoe horn to stuff the extra $300 worth of food you were sure you had no room for. Second, spend the extra $300. Food in the States is cheap. And, there's much more variety than most other places. Third, learn how to cook (and fish). If you don't, you better acquire a taste for canned chili and beans. I'd also suggest buying 3,000 cases of canned fruit and vegetables. It'll come in handy along the way.

Books — Yaties seem to have a universal fear of showing their already read low-life novels to other yaties with equally poor selections. Unless you're reading Harlequin novels or Barbara Cartland, your books are literary masterpieces coveted by all. You might want to carry a few classics for image sake.

It has been said that Nuku Hiva is the nicest of all the Marquesan Islands. It is truly a beautiful place. It'll probably stay the same undeveloped for another 10 years. The people are friendly and like to shake hands.

Maybe next month I can share the specialized techniques of drying bananas, fish, bread and clothes.

San Francisco area is well represented



here so I think all things are in order, therefore, this is the classic Kettenberg 40 *Homer* saying KA-O-HA NUY and AWAY!!

Elysium – Ferro Ketch
Elmer & Helen
On a Coral Bank in Neiafu,
After Cyclone Issac

[Editor's note: this is a slightly edited version of a group letter.]

To explain the lack of word from us, we have been working as much as conditions and energy allows after cleaning the things that can be salvaged. Much damage was done by the seawater, oil and silt that came in on our portside.

On Tuesday, March 2, we heard that high wind warnings had been issued. We listened to W.W.V. and they broadcast 40 knot winds at 11:30 a.m., and 60 knot winds by 4:30 p.m. Later that evening it was named Cyclone Isaac. We prepared for the 60-knot winds that seemed to be on a direct line from us. We had two anchors; one 45-lb. Northill with 175-ft. of 3/8" chain and a 60 lb. CQR with 175-ft. of 3/8" chain. When the wind had hit 35 knots, Elmer set a third anchor — the 45-lb. CQR with 220' of 1" polypropylene line. We felt securely anchored as the wind rose to our 60-knot reading; we also tied down the sails and cleared the decks.

At midnight the wind went much higher and the barometer dropped visably. The wind was incredible and we watched the first of many boats drag and go on the coral. This first one was a Force 50 that had been carefully anchored earlier that week. As the storm worsened the VHF was one sad report after another of boats dragging on the coral.

We were running our motor full speed to maintain our position and to avoid the boats around us that had broken loose. We were most concerned about hitting another boat. The spray was so fierce Elmer could not look forward and great 8-ft. waves were crashing over us. These waves occurred with less than one mile fetch.

When the wind reached 120-knots the noise was overwhelming; we could not hear each other without shouting close by. We went to the bow to pull in on the polypropylene line as we had felt the boat begin to drag (later we found our anchor tripline on the rudder of a charter boat that had drug by us and gone up on the beach).

Quite quickly the wind changed, putting us on a lee shore. At this time the wind had reached full force and we came down very hard on a coral head with our rudder. The force of this pounding sheared the four stainless bolts Elmer put on the tang below the rudder for protection. We watched the rudder shaft break loose and the tearing up of the stern area. The force of each blow tore out hydraulics, the autopilot and stern section. Elmer & I went on deck and released the anchors to allow the boat to go on the coral and lay over 35°.

We decided we were safe on the boat and climbed in our bunk watch the water spray in along the stern. We were very tired but in very good emotional condition. As we lay there talking about our trip and this possible ending, we were suddenly hit very hard on the starboard side. We hurried up on deck to see what was happening; we also smelled

Elysium lies battered by Issac and Sarah Leah.



WILL HARDY



DEAN KLICKER

Jack McCarthy aboard **Harmony** at the Mala Wharf anchorage on Maui.

gasoline, which added to our concern.

We each took a flashlight and went up on deck. A South Pacific Yacht Charter Boat, *Sarah Leah*, was stern to our bow and pounding very heavily. We saw two people trying to get onto *Elysium*. Before we could help, the man jumped aboard our bow and the woman went into the water as the boats slammed together again. Elmer jumped from the stern of our boat and with the man ran around to find his wife.

Two people had chartered the *Sarah Leah* bareboat and were riding out the storm. The woman, even though injured, was able to swim to shore and hold on as Elmer and her husband pulled her from the boiling water. Elmer came back to see me safely up the bank a ways then returned to drag the woman up to a wooded area where she could lie flat and be dry. He told them to stay and we would bring help.

We still don't know how we made it up that 100-ft. bank. It's perpendicular, with flowing mud water and brush. With waves washing, salt water blowing, and such wind that you could not stand against it. We went from tree root to tree root depending on their holding power.

When we finally reached the road on top we encountered another problem. Roofing of corrugated metal had broken loose and was sailing through the air, occasionally slamming into buildings. Electrical wiring was everywhere, blowing great lassos that ensnared our feet and shoulders. We went to many houses to find help but the people were busy trying to hold their homes together. Glass windows exploded with suction from the pressure dropping. We went to the charter office and pounded on the door but got no answer.

Then we were faced with a ½ mile walk to the manager's home. We made the trip — many times holding each other to keep from being blown down, using the flashlight to look out for the electric wires and other things flying through the air. We got to the house and again had a hard time making noise above the wind. Finally the manager's wife, Robin, came to the door. She was alone with her two young children. Their roof was more than half gone, and they had sought protection in their bathroom. She came with us to find her husband, Don, and to help with the injured woman, as she is a registered nurse. We walked back to the charter office and found Don and three other men in the basement of the roofless building. Elmer found a sail bag and some oars and made a stretcher, got some line, and we were off again.

A Tongan, Don, Robin, and Robert, who had just lost *Leeway* on the coral, helped. Don and I stayed on top to pull the rope up and the rest went down to bring the injured woman up. Robin stayed half way to shout instructions back and forth. After a long half-hour of struggling we got her up to the road. We then carried her to Robin and Don's house where Robin administered Demerol and talked to her to keep her from going deeper into shock.

Elmer and I lay down to wait for dawn and try to find a way to get her to the hospital. Then we went down to see how *Elysium* had fared in our three hour absence. We found her badly damaged on the starboard side by the charter boat with breaks from the second port area back to the rear head. The pounding of the second boat had also pushed a coral rock through the lower port side, allowing water inside. The stern area was badly broken and the rudder gone. The shaft had beaten out the area under our three rear ports and had covered the upholstery and books with salt water, dirt and transmission fluid. All foods were permeated with the same solution with the exception of the white buckets that we bought from Ardis Sexton years ago.

The next day, Thursday, we were visited by our Tongan family. Our great friend Matoto had large tears in his eyes as he looked at our *Elysium*. They all asked how we will fix it, and then they came up with a plan. Those people who lost so much set to work that night getting the palm tree logs to brace *Elysim* up. The next day with jacks from the public works, our winches and great strength, we had raised her to a more comfortable 15°.

By Saturday at 2:30 p.m. our family had *Elysium* level and well propped with coconut logs. Many people got involved that Saturday and the feelings of success were everywhere. An Australian teacher, other yacht skippers, and the wives of our families all worked together, and we later ate a huge meal in celebration. A stove, propane, green bananas and mutton flaps appeared with the wives. This was a day of many memories for us.

The next few days Elmer worked with our family to raise two other yachts in the same manner. What started as a family helping another member in trouble turned out to be jobs for them over the next weeks, working on seven other yachts. Happily it gave them some money for their needs at a difficult time. Although try as we would they would not take a cent from us.

Isaac had blown 17 yachts onto the coral and sunk all of the Tongan fishing boats in the harbor. We were quite interested in the reaction of the skippers of the yachts. The two of us that had built our own boats were quick to start repairs. Two yachts were pulled off right away with very little damage.



Newport 30, Jenni Lou.

Two skippers drank so heavily that their boats were all but totally lost by allowing them to remain underwater, and then sold. One skipper left the boat to his 23-year old son, who has never stopped in the effort to have the boat repaired and sailing again. The fact that we never left our boat to stay in the hotel and that we had built her, made repairs look less impossible. We were the most severely damaged yacht because of the damage the charter yacht inflicted on us.

Now we are trying to get together the materials to repair *Elysium* so she'll be nearly like new again. The things we loved about Vava — its remoteness and lack of commercial concern — now is a detriment. The great mental boost of the love and concern shown us by our Tongan family far surmounts the problems getting repairs. We have so many positive experiences that the negative ones — such as the accessability for the rats and cockroaches — are less important. We have set the goal of sailing on by mid-June.

We find the mail from our friends very valuable and appreciate all of the love and concern expressed to us. Our address will remain: c/o General Delivery, Neiafu, Vava'u, Tonga. We would enjoy hearing from you.

Jenni Lou — Newport 30
Jerry Newburger
John Kelly
Tuvake, New Zealand

This report, from Jerry Newburger, originally of Elk Grove, is a little dated, having been written almost nine months ago. But better late than never.

Jerry, with crewmember John Kelly, left San Francisco last July 28th and set out for Hilo. With the assistance of a Monitor windvane they made a 15-day passage primarily sailing with a main and poled out jib — a good time. They found their solar panel of little use with the predominately overcast skies. After setting their smallest spinnaker, having it wrap an hour later, and then taking three exhausting hours to get it down, they pledged allegiance to the poled out 135. On their best 24-hour run they averaged better than 7 knots, making over 180-miles.

They put into Hilo's Radio Bay, tied up Tahiti-style at the yacht dock, and walked the two miles to the center of town. They found Hilo to be 'Hawaiian', and not a tourist trap — unlike Kona which they later visited by rent-a-car. The local bus service was great, and so was a day drive in the volcanoes.

After ten days *Jenni Lou* headed south for Fanning Island, but they never could find the darn thing. On the way there they ran into the erratic conditions of the doldrums, where they "were constantly changing from the 135 to the 115 and then reefing the 115 to 85 and putting a reef in the main". After which it would turn dead calm, and the wind would start 180° from where it had come before.

Believing themselves to be within 20-miles of Fanning, but unable to locate it, they came upon a Korean fishing boat and tried all manner of sign language and drawings to communicate with them. Alas, it was a giant 'no comprendo'.

With no Fanning they faced up to 12 more days of sailing down to Funifuti. On the way the winds became lighter and lighter, and both John and Jerry concluded that the Headfoil 2 system just wasn't suitable for cruising, and neither was the 'shelf' along the foot of the main. The complaint with the headfoil was that in 40 knots of wind and 10 to 12 foot seas it was very difficult to keep the sails on deck when dropping them. And in light air a 150 was simply too big because the slow rolling of the boat made the slatting of the sail unbearable to listen to. The same with the shelf in the main which "snaps like a pistol shot". Also getting the thumbs down was the Pyhi ports, which "leaked like a sieve" and got water all over the inside of the boat.

Twenty-two days out of Hawaii they came upon Funifuti atoll at 8 p.m. on the heel of 35 to 45 knot winds. Too dark to come in, they endured the indignity of having to spend an addition miserable night at sea. Ah, the cruising life!

Coaster — Peterson 41
Stephen Royce (Santa Cruz)
And crew
Golfito, Costa Rica

We haven't been too good at keeping our polar climate friends informed of our whereabouts, seeing as the last time we wrote was in the Sea of Cortez and *that* was a while ago. Now we are at the southern end of Costa Rica and soon to be in Panama. We have learned lots of things since the beginning of our cruise, and several changes in crew have added new and desirable dimensions to life aboard.

For those who don't know or forgot, we are a 41' schooner of the old type — which means we have five single berths. We started with four and a plan of making an East Coast landfall by last month (June). Since then the amount of crew has either swelled to seven or thinned to three and we are still in the Pacific Ocean.

The first thing we learned is that one of the most interesting aspects of cruising is what you see when you get there. With each new port comes new friends, new scenery, climate, customs and other attractions such as surfing your own wave in 85° water (on a

CHANGES



Coaster.

surfboard that is, we ain't no ULDB). Life is as varied as a mass raft up in Tenecatatita to spending days of isolation anchored off uninhabited islands.

One island we particularly enjoyed was mentioned in the June issue, Islas Marias off of Puerto Vallerta. We saw no one and fortunately for us, no prison guard saw us, which wasn't the case for *Bravura*. The island we went to did not have any prisoners unless they had been transformed into blue footed boobies of which we saw hundreds (maybe only a hundred).

Can you believe that the June issue arrived here in Costa Rica by the third week of the month? That must be a new record, but of course we had it hand delivered and first hand at that. We saw mention of *Sundowner* whom we met at Playa del Cocos, our first stop in Costa Rica (theirs too, I believe). Also anchored with us was *Island Belle* from Sausalito.

The passage from Puerto Madero, Mexico, to Costa Rica was an arduous one for them as well as for us. The difficulty is getting back to the coast after sailing well offshore Nicaragua and El Salvador. Other boats that stayed close to shore had a much better sail and were not gunned down by communists. That sail made us think twice about beating to weather and fighting a 2 knot + current all the way to Ecuador where we had planned to spend the rainy season.

After discovering the enchantment of Costa Rica, our minds were automatically made up — we couldn't just pass through without exploring the many islands and bays of tropical delight. With the low cost of living, we have been able to afford several excursions into the interior of the country. We thought Mexico was cheap after the devaluation of the peso, but that doesn't even compare to how inexpensive life is here. We are at the bottom of the country now, though, and with our visas long expired, it is time for us to explore the islands of Panama. Our one return to Costa Rica may be a trip out to Cocos Island and we will be sure to let you know if we find any treasure out there.

We are aiming to go through the Canal mid-August and to wait out the tail end of the hurricane season at the San Blas Islands. Then it's up to the Bay Islands, Honduras, Belize and Yucatan for the winter. We still plan to arrive at the East Coast (of the U.S.), only one year later than originally scheduled. My advice to those contemplating a Central American cruise — don't rush if you don't have to. The living is cheap so the usual constraint is affording the time — and that's not a problem if you say goodbye to your job which two of us have done. Not everyone is as fortunate. We have had to say farewell to eight crewmates at various times, although all want to return at some later date and one actually has.

As of now we will have openings for one and maybe two persons starting September, so any friend of *Coaster* or anyone who wants to be a friend of *Coaster* that has vacation time ought to let us know. That is the hard part, but the easiest way is by writing *Coaster* via Balboa Yacht Club, Box 552, Panama, Republic of Panama. We have as yet to experience Panamanian mail service. Costa Rica's has been superb with mail delivery of more or less one week and one of the best highlights of cruising is receiving letters and *Latitude 38*.

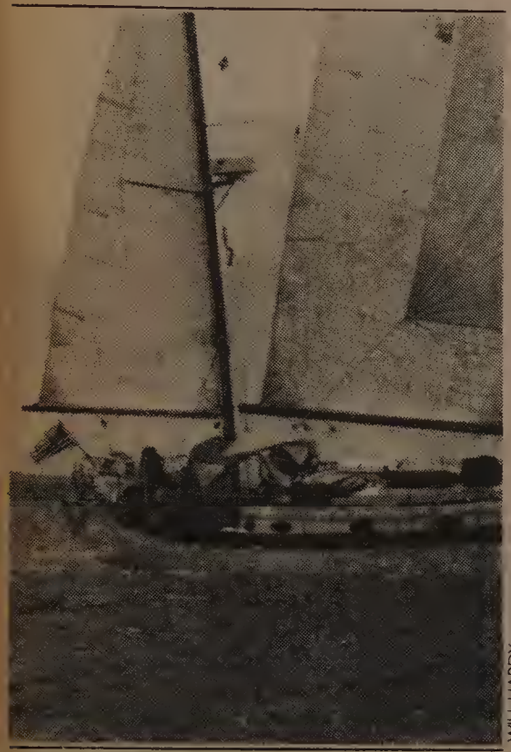
Sometimes there are bummers, though, like having the dinghy and engine stolen or the boat ransacked. The former happened to us just last week and the latter to more than one of our friends' boats. We have realized that these bummers don't just happen here, but everywhere. Sad but true. We found the dinghy, but no more motor.

Redhawk — Hans Christian 43
Lewis Seiler, Phil Howe, Doug Wilde
Papeete, Tahiti

Remember *Redhawk* and Phil Howe from *Nightmare in Neiafu [Volumes 59 & 60]*? We got a ham radio phone patch from him in the middle of July and the nightmares have turned into idyllic daydream sailing in the South Pacific. They even had dinner with a 'big chief' one night.

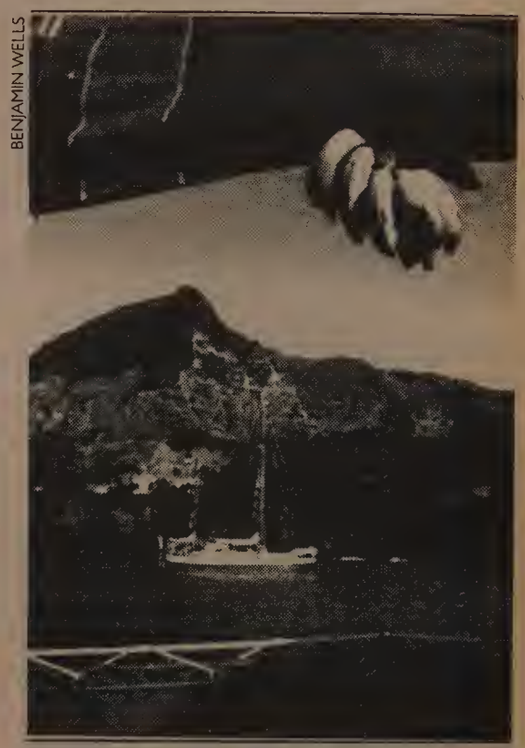
Phil had returned to *Redhawk* a few months back with an old friend of ours, Doug Wilde. They were later joined by the owner, Lewis Seiler, whose various family members were about to start arriving.

When we asked where they'd been, they answered with a long rapid string of names that included Bora Bora, Tonga, Rartonga, Hauhine, Papeete, and about five thousand other spots. They'd bumped into 'Innocents Aboard', Larry Rodamer and Betty Ann Moore of *Dove* in Tahiti. Surprisingly that has been the only northern California boat



WILL HARDY

Redhawk in the South Pacific.



BENJAMIN WELLS

Dawntreader in the banana belt.

they've encountered.

Their plans to be back in the bay area by September have had to be delayed due to the superb sailing conditions which they are loathe to leave. As it now stands they plan to hit the Marquesas and Tuamotus before making a non-stop passage back to San Francisco.

On their return to the South Pacific we equipped Doug and Phil with a waterproof camera and they've been taking lots of pictures. The only problem is they haven't gotten around to mailing them — tropical torpor and all that. They've promised to get on it right away.

Dawntreader — Odyssey 30
Benjamin Wells (Berkeley)
Jean Lawler (San Jose)
Hiva Oa, Marquesas Islands

Benjamin Wells, who worked for the Army Corps of Engineers for ten years, met Jean Lawler, a graphics designer for Evergreen Valley College, through a *Latitude 38* 'Classy Classified' a year ago. Now they're off cruising the South Pacific for two seasons, hoping they'll have the resources and desire to continue on around the world.

Benjamin planned this trip for 10 years — he'll tell you the interesting way it started later on — and from that planning he vowed he'd follow in the footsteps of the Hiscocks — in the sense that he'd never crowd a storm season. You can imagine his dismay to arrive in Cabo San Lucas, his first foreign port, and be there just one day before the first tropical storm warning of the season, for 'Aleta' was issued. He just about freaked, and cursed the delays that held up their May 8th departure from Newport Beach.

Ben's first plan of action was to head back to California and spend the summer getting the boat further prepared at a mooring on Catalina. Then he considered sailing to Hawaii, like newly met friends, Bud and Fern Brewer on the Westsail 32, *Orca*. Then he considered spending the summer in a hurricane hole in the Sea of Cortez. Finally he came full circle, decided to do what they'd planned all along, to head off for the Marquesas and watch the weather carefully.

As you'll soon read, they made it, although they were worried for their friends the Brewers who were on their way to the Islands when tropical storm 'Bud' started developing on June 16th. *[Editor's note: not to worry, Orca and the Brewers were recently seen enjoying themselves at anchor off Lahaina.]*

Benjamin wrote us quite a long story about the preparations and the trip. The two parts we like the best are reproduced here:

At twilight on the eleventh day, about 1380-miles out of Cabo, we practically ran into a tuna clipper. After an excited greeting on the VHF and a request for a position check we learned she was the *Chiriqui* out of Panama. They were about to have dinner and their navigator invited us to join them for drinks, dinner and video TV. After declining because I was concerned about the welfare of my boat, their captain, Joe Gois of San Diego, convinced me they could protect my boat while we were aboard their ship. So we went out to dinner there at 10°11'N, 127°32'W, in the middle of the Pacific Ocean.

Small world. The helicopter pilot was David Chevallier of Green Bay, Wisconsin, 25 miles from my home town, and the *Chiriqui* had been built only last year in Sturgeon Bay, Wisconsin. They were all very gracious and the scotch *on ice*, the fresh tomatoes and the *ice cream* were all fit for the gods. They patched through a ham operator in Torrance, California, so Jean could talk to her family in Orange County.

After several hours of fellowship and good booze, we got back into one of their speedboats and were delivered to *Dawntreader*, which we had watched bobbing like a cork at the end of a 500-ft. line. I remarked, "Who the hell would go to sea in a thing like that?"

Now after 17 days, the Marquesas are 780-miles away, or six days if we can get back to our 130-mile a day average. The winds seem to be backing to the east today, so maybe we'll start cutting again. As I anticipate the Marquesas, I wonder what this cruise will hold for me. Mexico didn't turn out as I had hoped. Will the other romantic spots live up to my expectations?

As I dwell on these doubts, I review in my mind the genesis of this cruise. I remember how my wife said years ago, "Why don't you take three months off and get this silly-ass sailing around the world dream out of your system?" I smiled and replied, "Thanks dear, but it would take three months just to go to Mexico and back. How about a year?" She said okay and the idea was born. However,

she had no job at the time, and I had only a Santana 22. So definite plans did not result immediately.

I got my present 30-ft. Odyssey sloop in 1972 and was one step closer. Unfortunately our marriage blew up the following year, and I gave up the idea because of child support responsibilities. Then, about 1976, she said, "If you still have to live that dream of yours, I'll forego child support for a year." With that gracious offer, I started preparing in earnest. First, I gutted the boat. It had the usual capacity to sleep a platoon but not enough storage for a two-week cruise. That rebuilding began in the spring of 1976, and I was going to be ready to go by October 1977. What a dream!

Besides wiping out most of my savings, the rebuilding was still going on in 1978. Then, new sails wiped out my savings again in 1979, and the Atomic 4 blew up in 1980. Even though I installed her myself, the cost of the new 60 h.p. diesel kayoed my budget for a third time. I had tried to soften these financial blows to my budget by giving up apartment living and moving aboard in 1977. It helped, but not enough

Over these years, I watched friends go on ski weekends and dive trips to Cozumel, all I did was work on my boat. We, the boat and I, developed a kind of dependency relationship, like some sick marriage. One time, in a fit of independence, I ran away for a four-day dive trip out of San Pedro. I discovered that I would really rather work on my boat than go diving and probably preferred it to ski weekends. There's an element that these glamorous activities don't have; that's accomplishing a goal, making progress. I found that more than enough to offset the absence of glamour.

Meanwhile during all these years of delay, I read how the jet airliner was making one pristine corner of the world after another accessible to anyone with a two-week vacation and a VISA card. Corners of paradise that



Benjamin Wells casting off from Berkeley.

Harry Pidgeon, Robinson, or Joshua Slocum saw only because they were sailors. Will I arrive at the end of my dream only to find those whose idea of adventure is to drink pina colladas under palm trees and compare last year's vacations? Well, I'll know soon — the years of delay are over.

CRUISING SHORTS

Pictured a few pages back on the Traveller 32 was Jack McCarthy of **Harmony**. The boat is pictured off Mala Wharf in Lahaina, where Jack and wife Lynn were staying be-



Dean and Susy Klicker on **Magnolia** at Maui.

fore heading back for San Francisco. They'd been to Mexico and the Marquesas in the last year. Their photo was taken by Dean Klicker, who with wife Susy are also anchored off Mala Wharf in their boat **Magnolia**, from Chico.

Remember Brian Saunders and Inawa who went to Taiwan to pick up their new boat and were intending to do straight line charters on their new boat **Tropic Bird** on their way to the Mediterranean. What's happened? Well, they made it to the Phillipines where they found a fine situation doing charters for a hotel there. But now Brian's got hepetitus — maybe the vaccine came out just in time — and they'll be hung up for a while.

From time to time folks have been asking about Bill Collins, who sailed the Freya 39 **Robert Quinn** in the first Singlehanded TransPac. Collins has been cruising Central America the last few years in his 38-ft. Alden cutter, **Susurro**. Bruce Howell saw him earlier this year at the Panama YC, and reports he was alive and well. His boat's engine wasn't in such good shape; having had it out six times previously, Bill was attempting to install a diesel.

While waiting for the Singlehanded TransPac'ers to arrive in Kauai, we visited some of the other islands in search of northern California cruising boats. We came up pretty empty handed, but did see four. The Cal 33, **Vicarious**, once (and perhaps still) owned by the Jesberg family, was anchored in Radio Bay, Hilo with a for sale sign. There were about 10 other boats tied up there, most from southern California and Canada.

In the commerical harbor of Kahului, Maui, there was what looked like a Garden Porpoise, anchored 200 yards off the Chart House Restaurant. Her name was **Swan**, and her hailing port was San Francisco. On the society side of Maui, there was a Challenger 32, named something like **Foggy**, anchored in the harbor at Lahaina. She also



BENJAMIN WELLS

Dawntreader in the South Pacific.



LATITUDE 38/RICHARD

Swan at Kahului, Maui.

bore a hailing port of San Francisco. Anchored off the even more exclusive hotels by Kaanapali, was Sam Vahey's Ranger 37, **Odysseus**. Sam now leaves her over there on a full time basis while working here in California on an interminable 'temporary' basis, always finishing 'one more job'.

There were certainly a lot more local boats over in the Islands, but it's hard to find them because most boats have to anchor out and are not within plain view. Flash: Westsail 32, **Orca**, is also in Lahaina, recently arrived from Cabo San Lucas. Bud and Fern Brewer are aboard. And so, of course is Peter Fonda's top-heavy ketch, **Tatoosh**. But who knows how many northern California boats might be anchored off in the Lahaina roadstead, in Keehi Lagoon, Kaneohe Bay, and even in the heart of Hanalei Bay.

A contest. We'd like to get a more complete list of the comings and goings for the *Changes in Latitudes* section. If you want to enter this contest all you have to do is send in a brief note letting us know of a local boat that's off cruising or about to take off, and a few details like what kind of boat it is, who is on it, and where it's going. We'll throw all the names of the contributors into a hat, and draw a winner on November 1st.

What do you win? Grand and only prize is a worn, but perfectly useable copy of the *Baja Sea Guide*, which sells for about $30. This 370-page hard bound definitive guide to Baja has been around. Ted Salvin had it aboard the S&S 46 **Sabra**, and gave it to Rick Brigham of the H-28 **Dawntreader** as partial compensation for Rick having made a new mahogany self-steering mount. Since Rick has spent the rest of the year anchored off Kailua, Kona and intends to head on to the South Pacific, he won't be needing it for a while. He therefore donated it to us to pass on to you. So let's get those cards and letters in and have a winner!



LATITUDE 38/RICHARD

Vicarious stern-to at Hilo, Hawaii.

Are you going to Tonga to meet friends who are cruising? Or maybe New Zealand, Greece, Barbados, or the Canaries? If you're one of these lucky ones, why not take a few issues of *Latitude 38* along. Folks out there on the blue always tell us how much they love to read about sailing 'back home'.

And you won't have to dig into your collection, either. Somehow or the other we'll put together a recent set for you, free of charge, and we'll even ship them to you so you don't have to drive over and pick them up.

If you're wondering how much they weigh so you can figure out how many you can carry, each one weighs a little over half a pound. Three pounds equals half a year.

Drop us a line, and we'll be happy to get the issues right to you.

OUT OF MY MIND



"The Art, Science & Metaphysics of Begging . . .

Pecunia non olet — said Caesar Vespasian to his son pushing a coin in front of his nose when this young, idealistic guy criticized his father because he established payments on toilets in ancient Rome. At least one anecdote said it.

"To run the war you need three things" — said Napoleon (please look *National Geographic* Magazine No. 2/1982), "First money, second money, third money . . ."

And this was me who said, whipping the cream of East Coast skippers: "I can win all races in the world if I will have unlimited financial supply . . "

Money and sailing. Money versus talents, loans versus ambitions, donation against enthusiasm and grants opposite seamanship. Grease on the oceans . . . (Fig. 1).

It is said that any invention is as good, as bright, as strong, as its inventor is. True! But the biggest invention of the mankind — a dough grew over the man and outgrew him. Man will throw away Bible (and it happen often), man will throw away Lenin's *Nation and Revolution* (and it happen often) but nobody, mentally healthy, will throw away (even in stormy days of inflation) a penny!

To sail we need lot of money. Sailboat cost almost ten times more than a car. Toyota vs. Toyota, Cadillac vs. Cadillac. Any item for sailboat cost much more than comparable piece in Kragen Auto Supply, and the reason is because the piece is for a sailboat. And even sunglasses will cost a fortune if the manufacturer is smart enough to put on the label: "Yachting style — Oceania". . .

From this reason, we regular guys, living on mercy of Wells Fargo, Crocker, Pacific Security, etc., etc. are desperately looking for extra financial supply to support our sailing, especially when we are going to organize long distance expedition or decide to join tough racing competitions.

But not only we. Looking, checking and researching on financial resources it is easy to find that the reach guys not only are looking for grants, donations and sponsorships, also — but that they are grabbing the biggest harvest. Example: when the gang of extra brave guys decided to soar across Pacific on balloon, despite that among them was a New Mexico real estate developer and an owner of Japanese Benihana chain restaurants (visit one in Sausalito and enjoy great food and unique atmosphere) the team had no bigger problems than to gain financial support from several places plus lot of equipment donations.



Fig. 1. A — Vespasian, B — Napoleon, C — Unidentified.

But don't expect another URBANC-

ZYK® caustic remarks nourished in his distorted by communist (look under Lenin) education view. With the right palm on my left side of chest I herewith pledge allegiance that the matters are not going so bad. Not at all:

> "It is absolutely not necessary to be a son of president of multi billion corporation to obtain support for your expendition. It is enough to be only his son in law . . ."

But how to do it? Well, it is not a trick; it is a whole campaign and you must have a lot of money to continue the war (Napoleon is alive!). In my case, preparing battle, with a help of *Latitude 38* I designed an eight page, well looking brochure under seducing title *Nord IV Circumnaviation* with map, lots of illustrations and photos (Fig. 2). How many? 500 copies. What about Napoleon? Well, about 300 dollars. It was sent to manufacturers of sailboats, sailing equipment and organizations like NASA, National Geographic Society, Environmental Protection Inst. Very important to avoid any misunderstanding: the well prepared brochure contains information who I am, what I achieved in past, what I plan to achieve in future. It says what I can offer in exchange for donations: "Product evaluation on base of my 25 years sailing experience and professional background", "Broad publicity and promotion in American and European and Japanese magazines". Etc. (Fig. 3).

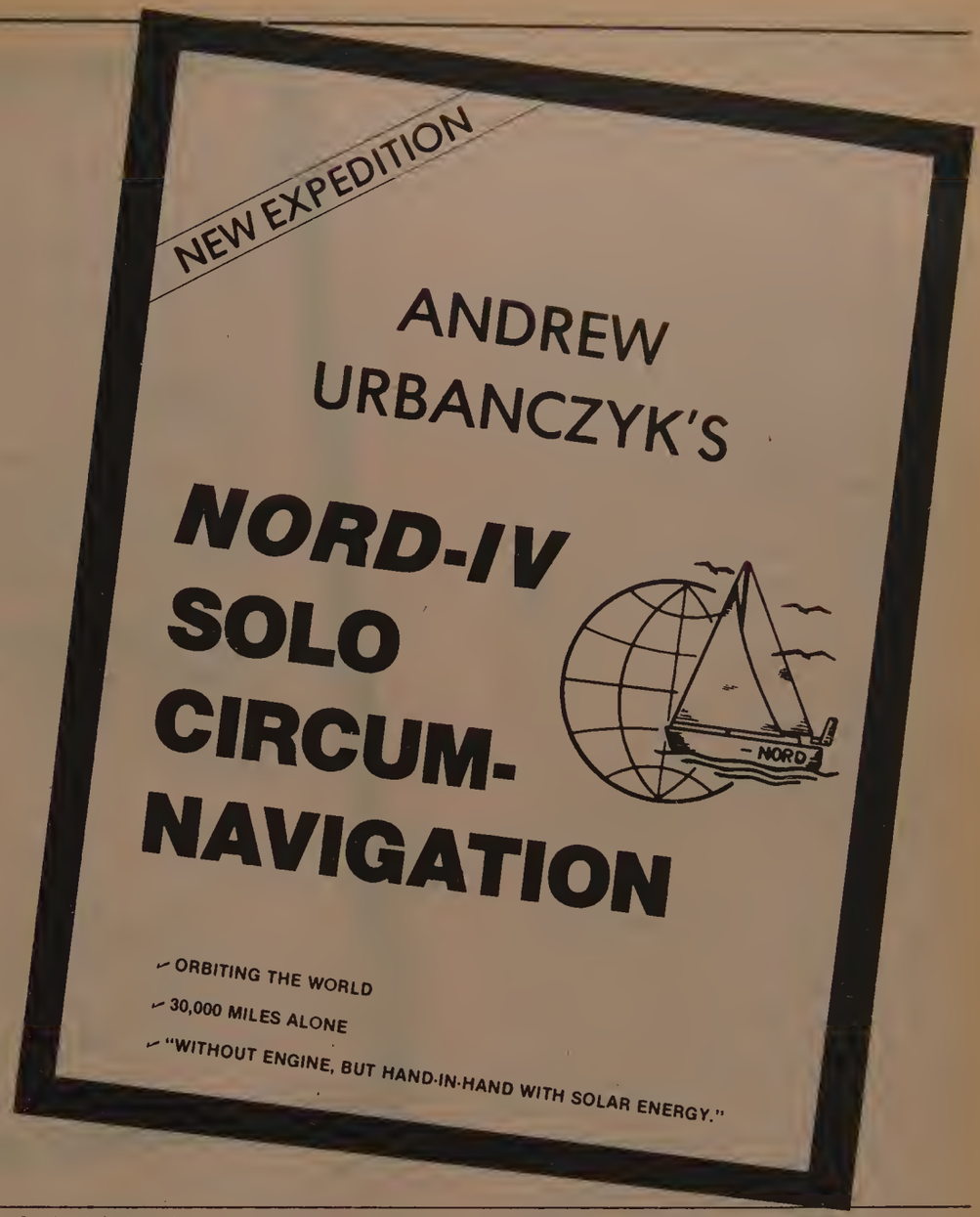


Fig. 2. Andy's brochure cover.

It contains also set of articles about my previous expeditions and copies of my own stories assuring potential sponsors that I am a well known person. At last, but not least, the reader can look over a list of prestigious organizations support *Nord III* expedition.

But from another point (be American), it is not at all a dull set of documents. It contains even a picture of my cat Cardinal Virtue and a copy of silver medal minted in East block. Made in real silver and with real mistake "For singlehanded sailor Andrew Urbanczyk".

Impressive big envelope with expedition stamp, personal letter on expedition stationary (extra $100 of costs) and 1st class stamp "solar energy" — an allusion to *Nord III* solar panels and environmental approach looked good. All these little extravagancies increased costs to over $1,000. But those 500 bullets I shot around whole America (and not only America) must bring some results, I was hoping . . .

Was it really necessary to make the whole stuff so fancy and expensive? Probably yes. Last time (*Nord III* expedition) I printed single page (two sides) and I sent it in regular envelopes. The text said: "Sailing solo to Japan and back in 27-ft. sailboat. *Nord III* Expedition."

Results? There were results. Soon I got lots of letters from many places. They all looked almost the same:

> "Dear Mr. Urbanczyk: We're very sorry to inform you that at present our company have no openings. Unable to give you employment we are wishing you best luck hoping that you will find employment soon. Sincerely yours, XX/xx."

The only visible difference was a sign on several envelopes "100 % recyclable". And this was all.

This time nobody mistakes my brochure with job applications and after about one month 50 addressee answered. Basically answers can be classifed in four, almost equal, groups:

1. "Sorry, our company policy do not allow to cooperate with such activities like described in your brochure." (Fig. 4).

2. "Yes, it was great idea to contact us about your expedition. Because of unique plans and your very special courage we offer you 4.99% discount on all items you buy over 1000 dollars order. Thanks for thinking about us. We expect to hear from you soon."

3. "Dear Andrew: Things are going not too good as you know. We have very limited financial supply. But we like your idea and we decided to send you free (then sometimes long list of fantastic items was given)

OUT FOR

hoping that it will help in your circumnavigation. Please remember us in your publications." (Fig. 5).

4. Fourth group (as I said also about 25% of all received letters) contained correspondence absolutely ununderstandable. Even experts, from nearest secretarial service, were unable to tell what the letters are about.

The letters from group 3 soon were followed by brown truck (UPS of course) and huge boxes entered my house, filling one of our rooms called "Expedition Room" and totally devoted for maps, hardware, papers, ropes . . .

This way I collected several solar panels, all lights, lots of navigational equipment, pumps and lots of hydraulics, clothing, etc.

Solar panel from Encon (the best solar panels in the world) made me especially proud. The reason: talking with another company which proposed me to buy their product at discount price, they said "Nobody in USA will donate solar panels even to Phil Weld". Well, I answered as much I know Phil Weld he will never ask you for it. He will simply buy the item. An Encon. Of course!

Analysis 1. From a financial point the donated, borrowed and given at a reasonable discount equipment covered only my "propaganda" expenses. So I did not make any big bonanza. But it gave me lot of valuable contacts with great manufacturers and influential persons, very bright hopes for the future and next undertakings. More, some letters are working like time bombs — and sometimes even now, after months, letters are coming: "Dear Sir: Sorry to be late with answer. We like to send you . . ." Great!

While waiting for all correspondence I started to visit, with full energy, all companies, shops and influential people in the Bay Area. It was not a hard job. "Andy, you are not begging," I said. "You are coming to offer a kind of business, you are asking for equipment but you offer in return publicity, advertising, product evaluation. And companies need it desperately". Do they?

I do not wear formal outfit or tie (it remind me of a halter!) and I was always in a good mood. At first I considered to take tactics of one hard working fellow who after publishing his book was selling it walking from one bookstore to another. His strategy was "no lunch before I will have ten rejections". But later I rejected this tough idea.

Fortunately! Because for sure all my days would have been without lunches. The typical game was like this:

> "Good morning. My name is Andrew Urbanczyk. I hope you know me from my stories in *Latitude 38*, *Sail*, *Cruising World*, *Sea*. For my singlehanding to Japan and back in record time . . ."

"For sure, Andy, sit down. What you conspire now?" — they interrupted my speech after several words.

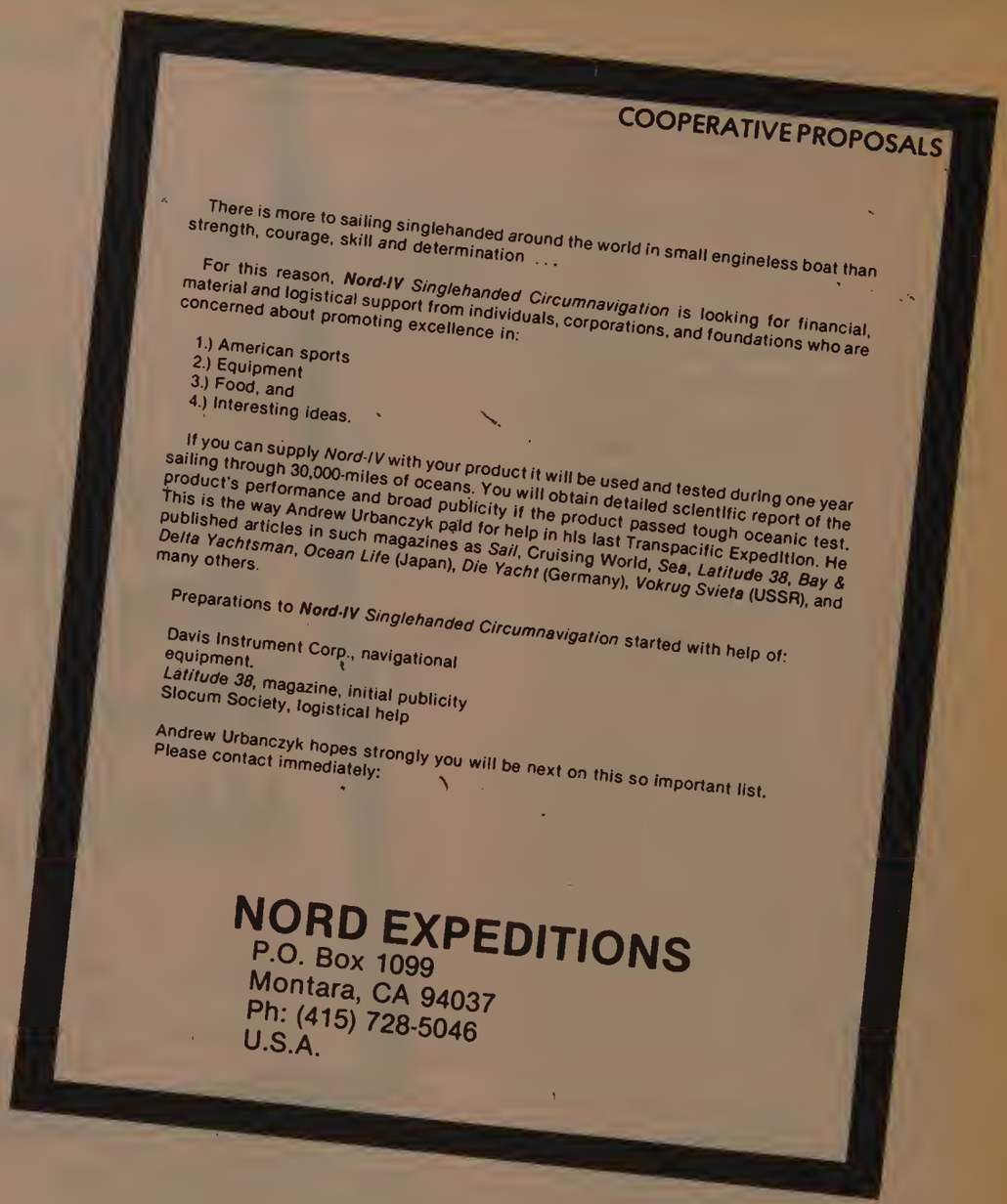
Then I showed my brochure, plans of Ericson 30, and I asked for support, saying what I offer in exchange. Almost always help, ideas or propositions were given and often official visit switched to friendly lunch in nearest restaurant.

But not always!

> "No, I don't know *Latitude 38*, and I don't know you," barked one sailmaker. "What you want?" When I explained my plans he refused to give any support.

"Well, what you can expect from a guy who is not reading *Latitude 38*?" I consoled myself running stairs down. But in next days this case repeated itself couple times. It was so typical, that soon I called it "I-do-not-know-you" syndrome, and I knew, more than well, that it was only a pretext to turn my request down.

On the base of Pavlov's dog I accepted it, saving my time. When the next guy said: "No, sir. I do not know you," I



COOPERATIVE PROPOSALS

There is more to sailing singlehanded around the world in small engineless boat than strength, courage, skill and determination . . .

For this reason, ***Nord-IV*** *Singlehanded Circumnavigation* is looking for financial, material and logistical support from individuals, corporations, and foundations who are concerned about promoting excellence in:

1.) American sports
2.) Equipment
3.) Food, and
4.) Interesting ideas.

If you can supply *Nord-IV* with your product it will be used and tested during one year sailing through 30,000-miles of oceans. You will obtain detailed scientific report of the product's performance and broad publicity if the product passed tough oceanic test. This is the way Andrew Urbanczyk paid for help in his last Transpacific Expedition. He published articles in such magazines as *Sail*, Cruising World, *Sea*, *Latitude 38*, *Bay & Delta Yachtsman*, *Ocean Life* (Japan), *Die Yacht* (Germany), *Vokrug Svieta* (USSR), and many others.

Preparations to ***Nord-IV*** *Singlehanded Circumnavigation* started with help of:

Davis Instrument Corp., navigational equipment.
Latitude 38, magazine, initial publicity
Slocum Society, logistical help

Andrew Urbanczyk hopes strongly you will be next on this so important list.
Please contact immediately:

NORD EXPEDITIONS
P.O. Box 1099
Montara, CA 94037
Ph: (415) 728-5046
U.S.A.

Fig. 3.

Mr. Andrew Urbanczyk
Nord Expeditions
P. O. Box 1099
Montara, CA 94037

Dear Mr. Urbanczyk:

Thanks for sharing with us your plans for your next voyage, but I don't think The [redacted] would be interested in supporting the venture.

Sincerely,

[redacted]

Assistant Managing Editor

Fig. 4.

bowed with respect and said "Well, you don't know me. But soon you will!", leaving this guy absolutely speechless.

During my wandering, and I guess this is the biggest gain, I met lot of interesting, friendly and fantastic people. I hope our relation will survive long beyond *Nord IV* expedition.

Analysis 2. It was very profitable to visit, in person, local shops and manufacturers. Important: They know very well how things are going, who you are, you can't fool them that you are World Champion, ex-circumnavigator or just great Eric Tabarly under fake name to avoid herds of fans. They are not giving anything without a good reason and strong motivation.

Your success will be always proportional to your achievements and your background, to your abilities. Not to your plans — regardless how great they are looking.

Sailing and money. Money and sailing . . . How to organize an expedition, how to earn a fat grant, how to gain lot of equipment. Well, if I must to tell the truth it is a tough play. For somebody who is rich (look under "president's son-in-law") it will be simple. For us regular heavy taxpayers it is not a piece of cake (I prefer cherry pie in Mary Callender in Sunnyvale) . . . One must have lot of money and time to earn something.

But you must! Regardless of costs, pain and frustration. A guy sailing on his own is today a Mr. Nobody. You must have donations, sponsorships and big sign of your boat manufacturer on your neck. Of course, you can sail against stream of history (and common sense) and say : hell with sponsorship tyrrany. Hell with Urbanczyk, *Latitude 38*, art of begging. I have enough money to buy everything what I need and want. I will sail in peace away from donations and whole circus. You can, and the idea is not the very worse. Please remember only, that nobody will believe you.

sold to

ATT: ANDREW URBANCZYK
NORD EXPEDITIONS
P.O. Box 1099
Montara, CA 94037

shipped to

same

P.O.	rec'	to ship	our S.O.	Terms	Invoice Date
JB	5/10/82	U.S. AIR MAIL	CHI/3336	NO CHARGE	MAY 12, 1982

Ordered	Shipped	B/O			
			AQUA-SIGNAL RUNNING LIGHTS		
1	1		33507-632	Tri-40	no charge
1	1		33541-002	Stern 41	no charge
1	1		33542-302	Bi-color 41	no charge
			AQUA-SIGNAL BRACKETS		
1	1		33914-001	40 Starb.	no charge
2	2		33921-001	41 Pulpit	no charge
			Postage: $13.09, N/C		

Fig. 5.

The only one way to proof that you are fat cat is not to buy 50-ft. schooner (mahagony plus nickel plus speed style) but to gain big grant!

But as lunches, there are no free donations. If you promised to give publicity you must remember that after you will pass Cape Horn in a bathtub you have moral (and probably legal too) obligations to say: "I did it only because I use Kilimanjaro tooth paste". That you must write several stories and publish them in exclusve magazines mentioning that such and such product was great. That you must prepare well documented report for manufacturer telling him why his product was just a piece of junk.

Well, everything is relative. At least so said one guy who after killing his wife was blamed in court by judge: "You promised to love her, treat well and admire . . ."

Same is with asking for donations. You can hate it and be ashamed. You can like it and be proud. I belong to second category. I enjoy it. It never gave me bad feeling to ask for help because always I was able to offer something in return. I enjoyed to meet new people and gain new friendships. I enjoyed to listen to different points and opinions of experts. I feel that while sailing, writing and speaking about sailing I promote this unique activity, that I push it forward to new frontiers, to a new horizon of adventures.

Please send your fat checks directly to. . .

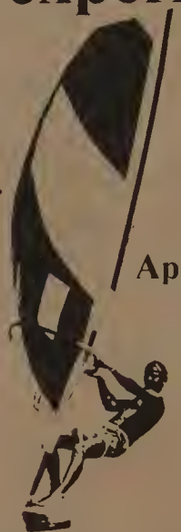
— andrew urbanczyk

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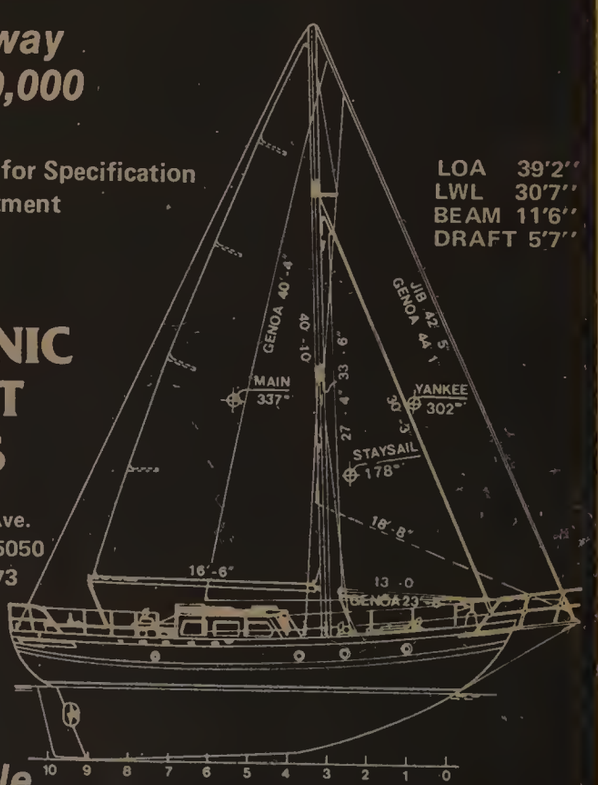
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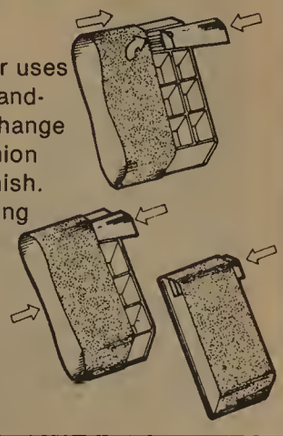


Natural pre-shrunk canvas with brass grommets & braided tie. Sizes from extra small to extra large.
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SALE $9.99

WEDGE LOCK *the super* HAND SANDER

Unique new sander uses standard 3"x18" sanding belt. Easy to change — no waste! Cushion pad for smooth finish. Includes long lasting cloth belt.



BOATERS PRICE: $5.65

SUMMER will last year 'round with HEATERS at these PRICES!

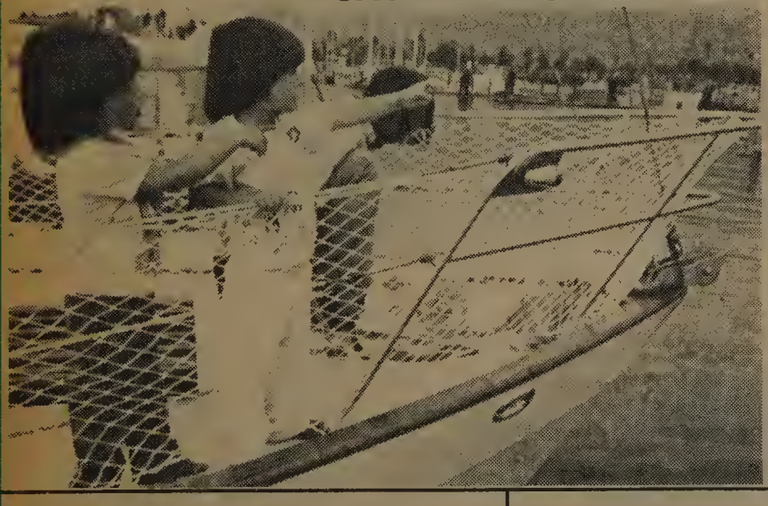
WALLAS

Forced air boat heater, *quiet* cross-flow fan improves efficiency by circulating hot, dry cabin air around the boat. Mdl. 1400 List: $730

SALE $595



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Strong nylon netting fills the open space between the deck & the lifelines. 2' high x 5, 10, 15, 20 & 40' long.
All Sizes On Sale!

Example:
2'x15' List: $31.95

Sale: $23.95



DICKINSON CHESAPEAKE

S/S dsl. heater, comes w/stack & cap, auto. safety shut-off.
List: $495

CLOSEOUT: $399

New Model w/draft assist fan avail. for sailboats.
List: $695

SALE $495

SHIPMATE

Stainless steel kerosene cabin heater — comes w/all fittings.
701CH' List: $330

SALE $279

All heaters add $9.75 Freight



SAVE 25%! MAN OVERBOARD PACKAGE

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Total List: $327.00
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Solid-state battery isolator. Fully automatic. 70 AMP rated.
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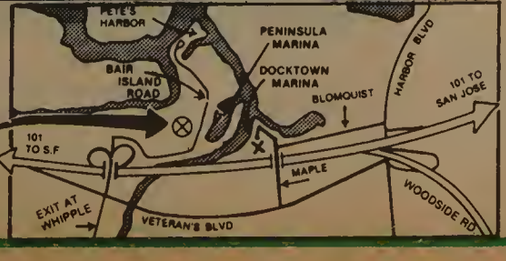
Fits 10" Standard & Lock-In Handles.
List: $14.95



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Ken Winner.

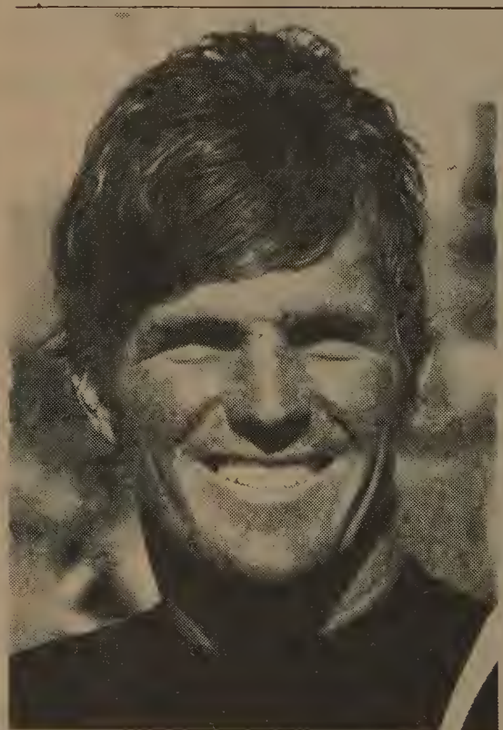
Just as March 19th is the time when the swallows return to Capistrano, mid-July is when the world's boardsailors migrate to San Francisco bay. The magnets drawing them are the O'Neill Classic, a 20-mile odyssey criss-crossing the bay from the Cityfront to Berkeley; and the Bay Crossing, a simple, two-part race across the Golden Gate and back. Included in the field this year were two of the best boardsailors anywhere, Hawaii's Robbie Naish and Maryland's Ken Winner. Naish, a two-time world champion, scored a double bullet, winning both the Classic and the Crossing, while Winner was third both times.

Saturday's Classic drew 69 entries, 58 of whom finished. Ready to go on the beach at San Francisco's Crissy Field, they had to wait for enough breeze to run the race. Riding a sailboard, it seems, is only worth doing if there's 15 knots of breeze or more. When the required wind velocity was achieved, off they went, with Naish and Winner jumping out to a quick lead.



Post race snack. Robbie Naish.

The Classic was a construction class race, meaning anything goes in terms of board and sail, unlike the more restricted open class and the strictly controlled one-design fleet. Most of the top sailors are now sailing in the construction class, and this is where the leading technological advances are taking place. Mylar sails with battens are one of the latest improvements. Sailboard rigs are beginning to look more like conventional sails with full roaches, replacing the stock Windsurfer sail with its hollow leech. The newer sails give a better foil shape and, hence, more speed, especially in high winds.



Cort Larned.

There was no lack of speed for the front runners in the Classic. After doing a double loop around the South Tower of the Golden Gate Bridge, the contestants wove their way across the bay, hopping from wave to wave with a light puck-puck-puck sound as the boards skimmed across the surface. Winner Naish completed the 20-mile course in 1.5 hours, giving him an average speed of over 13 knots.

Naish, a resident of Kailua, Hawaii, is one of boardsailing's first true heroes. He has literally grown up with the sport, and his performance in all phases — buoy racing, freestyle, wave jumping and slalom — has set standards by which following generations will have to judge themselves. In his early 20's, he is now married and has a newborn daughter. Blond, sinewy and easy-going, he is a combination surfer and media star who handles his fame with apparent ease. The life of traveling around the world and

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end someplace on the planet. He and others such as Winner and Cort Larned of Florida, are working to organize a bona fide pro-circuit to add more structure to their travels.

Munching on a post race snack of Hostess cupcakes and corn chips, Robbie admitted he'd had some doubts about turning pro and foresaking the chance at winning a Gold Medal in the Olympics. A year-and-a-half ago, however, he made up his mind and hasn't regretted going for the money. "All the other top guys have done it, too," he says, "and I don't feel bad about it all." In his last two pro events, one in Japan and one in L.A., he's raked in $20,000! The two races here on the bay are basically fun events, although people like Naish and Winner are always making change by endorsing boards, sails and wetsuits they use.

Ken Winner, who won both the Classic and the Crossing last year, is more reserved than Naish. Dark-haired and forever wearing sunglasses, he comes across as more aloof, almost haughty. Obviously, losing to Naish is not one of his favorite pastimes, and may have affected his mood. In the Classic he had to stop and pull some tape off the bottom of his board after taking the lead in the race at Blossom Rock. Naish and Larned slipped by and Winner was unable to catch up. He, too, loves the life of traveling, describing it as a "jet set" existence. Last year he circled the globe twice in his travels.

Second place finisher Larned is one of the heirs apparent in the boardsailing kingdom. With emerald eyes and rugged good looks, he fits the role, and he possesses a breezy humor. When asked if there was much drug use by boardsailors, he argued that it would be impossible to do drugs and compete successfully on the highest level. "There is a lot of sex, though" he added with a twinkle in his eye. "It's good for keeping you in shape."

There are women sailing on the boardsailing circuit. Like the early days of professional tennis, though, they have a long way to go. San Francisco's Diane Greene, who was the top female finisher in the Classic, says sponsors like women because they wear bikinis, but they can't yet match the men in skill. Greene, an engineer with Windsurfer International, adds that women aren't mak-



Start of Bay Classic.

boardsailing all the time is great, he says, although now that he has a family to consider he'd like to spend more time with them. The sport has exploded in so many directions, he could easily compete every week-

BOARDSAILING BONANZA

Results

O'NEILL CLASSIC: 1.) Robbie Naish, Hawaii; 2.) Cort Larned, Florida; 3.) Ken Winner, Maryland; 4.) Alex Aguera, Florida; 5.) Fraser Black, Hawaii. First Woman: Diane Greene, San Francisco. First non-sponsored sailor: Steve Sylvester, El Cerrito.

BAY CROSSING: 1.) Iron Person class: 1.) Dennis Deisinger, Palo Alto; 2.) Andreas Linkwitz, Santa Rosa; 3.) Chip Winans, Massachussetts; 4.) tie between Chuck Parks, San Francisco and Mike McHenry, Half Moon Bay.

ONE-DESIGN CLASS: 1.) Steve Willrich, Palo Alto; 2.) Chris Straub, Alameda; 3.) Bob Hennessey, Larkspur; 4.) Todd Jackson, Danville; 5.) Glenn Taylor, Menlo Park.

OPEN CLASS: 1.) Robbie Naish, Hawaii; 2.) Alex Aguera, Florida; 3.) Ken Winner, Maryland; 4.) Hugh England, Hawaii; 5.) Don Yoakum, Florida.



Drag race across the Golden Gate.

ing much money on the tour yet, but hopes to arrange a deal where they'll be able to get 25% of the gross for each event.

The fact that women are getting paid was one of the reasons young Debbie Floreani, 18, decided to give it a try. A neighbor of Robbie Naish's in Kailua, she's only been sailing a year-and-a-half. A local board maker approached her, offering her a board and wetsuit and she was hooked. She'd like to do it for five years, hoping the purses for women will grow bigger every year. She's got a lot of practicing to do, though; she finished well down the list in the Classic, her first competition away from home.

Sunday's Bay Crossing drew over 100 boardsailors, split up into 3 divisions: open, one-design, and "Iron Person". Times are taken for the trip over and back, with final results based on the sum of both. Naish, Winner, et all competed in the open class, with Naish failing by three seconds to break Winner's 1981 record time of 28 minutes, 58 seconds for the five-mile sprint. Florida's Alex Aguera took second, with Winner again third. In the Windsurfer one-design division, Palo Alto's Steve Willrich won for the second year in a row. The Iron Person award went to Dennis Deisinger of Palo Alto, who dethroned three-time champ Mike McHenry of Half Moon Bay. McHenry suffered a poor start and was unable to catch up, finishing fifth. Deisinger, soon to become a cadet at the Maritime Academy, said the winds were light for the Crossing, but the ebb tide helped get the fleet up the Cityfront to the Golden Gate, where more breeze shot them across the gap. On the return, he headed low, surfing the waves on a good angle while others who went high had to sail dead downwind after being swept uptide. Deisinger, sailing a stock Windsurfer board and no harness (a device used in the other two divisions to support the sailor's weight from the boom), had the fifth fastest time of the day.

— **latitude 38** — *svc*

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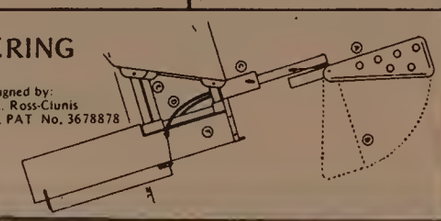
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All wood construction, mahogany, mahogany plywood planking, cast bronze gooseneck, spruce spars, all in beautiful cond. Sail perfect but old. Not one you will leave down by dock. $600. Dick (916) 445-6530 (d); (916) 922-1792 (e).

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'78 model, working sails plus new 140 genny, new Johnson 7.5 outboard, gimballed stove, sounder, much more. $14,500/offer. 237-9493; 758-5642.

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1979 Tartan Ten. Fully equipped, excellent condition. Evenings (415) 754-7809.

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Tandem trailer, outboard, 3 sails, head, galley, R.D.F. radio, extras, $14,500. (408) 722-4381.

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British shallow draft design, fiberglass over plywood. Sleeps 2, possible 4. Holding tank. Sound, needs minor work on galley. $4,000 or $5,000 w/almost new Sailmaster engine & battery. Berkeley Marine Ctr. berth 245. 846-0865.

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With 7.5 Honda outboard. Trailer, swing keel. Terrific for Bay, Delta and lakes. $4,200. (707) 996-7845.

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Full shoal draft keel, strong, safe, easily trailered, 4 sails, VHF, d.s., Johnson 6 h p, stove, potti, trailer, bow & stern pulpits, lifelines & more. Asking $7,500—Value $9,500. Dave — 542-3866 (d), 365-6026 (e).

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I would like to sell my boat, *Venture*. She's in good shape and has been surveyed recently. I've lived aboard her for the past 3 years and must reluctantly give her up. $15,000 firm. Bob 332-7449.

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Heavy weather rig, reinforced keel, new bottom paint 5/82. Many sails, spinnaker, 6 hp Evinrude, much gear. Active racing class & great cruiser. Excellent value. Asking $9,200. Call 549-1526 eves.

PEARSON 33—A Vanguard. Performance makes one believe Rhodes designed her for Bay. Sturdily blt. sloop, equipment failure rare, sails well any weather, racing/cruising. New North Sails & standard equipment. Berth avail. Tiburon. $35,000. (415) 499-0992.

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Well loved & maintained '73 sloop. Dsl., VHF, RDF, dinghy, 4 sails, Imron coated mast & more. Fin keel and lots of teak make good & attractive sailer — $15,900. Days 658-1415; eves. 465-0797.

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Double ender sloop, excellent condition. Diesel, VHF, other options. Coyote Pt. berth available. $21,950. For further info, call days (415) 324-4744x.277; eves/wknd (415) 592-8147.

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Good condition w/6 hp Johnson O.B., sleeps 4, bright yellow hull, full keel. Sausalito berth. Priced way below value at $11,000. 391-2262.

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Complete race equipped 30' fiberglass sloop.The best Bay racing class. Ballena Bay berth. New Cressy & Curtis sails & sheets. If you want to race, this is your boat. $12,900. Evenings (408) 625-2697.

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Glass-balsa marconi cutter. Recently finished circumnav., some singlehand. Luke stove, Sabb dsl., Barient winches, Autohelm windvane. S.F. area. $50,000. Moriarty, c/o Hotel San Francisan, 1231 Market, SF, CA 94103.

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32' traditional double-ender, fibreglass const. can sail as good as she looks. Down below adds artistic warmth & perfection. Choice Sausalito berth. $43,000. Call or leave message, 332-0372.

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Keep Uncle Sam off my back. Will accept up to 3 qualified sailors in the Bali Hai Salling Club to charter my Columbia 8.7. Alameda berth. Call Charlie after 6 at (408) 374-9128.

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Pacific cruising veteran. Sturdy 41' ketch, diesel, glass hull, lots of teak & mahogany. Beautiful! $63,000 or trade for smaller blue water cruiser. Berthed in Sausalito. (916) 273-0249 eves. Paul.

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Have 40' cruising sloop. Looking for someone to liveaboard w/me. Learn to sail and crew in exchange for minor maintenance (teak, metal). Complete galley. Male or female. Call Tom (415) 523-9292.

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At $14,950 the best value in a 30' sailboat. Berkeley Marina berth, great general purpose sailboat for bay/delta/coastal cruis'g. This is a deluxe version w/extra heavy keel, V.G. condition. (415) 433-0956.

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Proven cruiser, Mex. Vet. 1979 Dbl. ended cutter designed by Stan Huntingford. Fully equipped with 7 bags sails, diesel, monitor vane, all anchors, depth, knot, all teak interior. Excellent. $68,500. (916) 577-2719.

SAILING?—Exper. delivery Mate. W/M 28 seeks Pacific passage. Strong, steady, able to cook when everyone else wishes they're back at the Yacht Club. References—local & overseas. Michael A. Wreyford (916) 743-5657.

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I want to exchange my 30' berth in Ballena Bay, Alameda, for berth in Sausalito or South Marin. Call Mark days: (415) 928-8200 or eves: (415) 221-6966.

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Super race equipt 25' 1-design racer/cruiser. Custom sails by Scott Allan, top gear, O.B., trailer, sling. Fast: '81 SYRA fleet champion, 'Yachting's OOAK Regatta participant. Original owner. $16,500. (415) 355-1723 eves.

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34' CRUISING CRUISER
The perfect fiberglass/teak cutter-rigged, full keel, fully equipped boat on the bay! Wants to go sailing. Two can handle her anywhere, hot water makes her a great liveaboard. Sausalito berth. $52,500. 332-3136

LEASE WANTED
Looking for lease or rent at 20' to 28' sailboat with Bay berth, one or two weeks per month. Future buy out a possibility. Call Paul after 6:30 p.m. 284-1287.

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Used vane for sale. Perfect condition. Save a few hundred bucks. Call (415) 523-9292 early a.m. or write Tom Kind, 1144 Ballena Blvd., Alameda, Ca. 94501.

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24' sloop, well-maintained. New standing rigging, lifelines, pulpit, 5.5 h.p. Evinrude o.b., sleeps 4, wood panelled interior, galley, head, $6,500. See at Richmond YC. Call 526-3218 or 525-8214

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8 ft. fiberglass dinghy, good condition, including oars, $400 or best offer. Call Gareth (916) 322-4306 days; (916) 392-4455 eves.

40' CATAMARAN
Ocean cruiser. Very good condition. Must sell. Sacrifice at $15,900. (415) 479-2873 lv. message.

CT-34 CUTTER
Full keel, teak decks & interior, excellent condition, VHF, d.s., k.m., diesel heater, autopilot, CQR, Danforth, dodger, duel voltage refrigerator, stereo & much more. $49,000. Sausalito berth. 331-3275.

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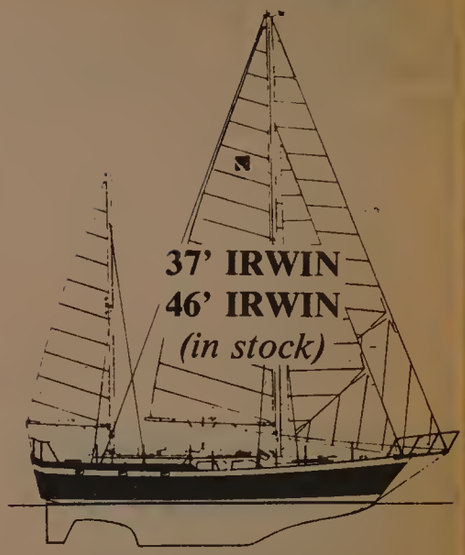
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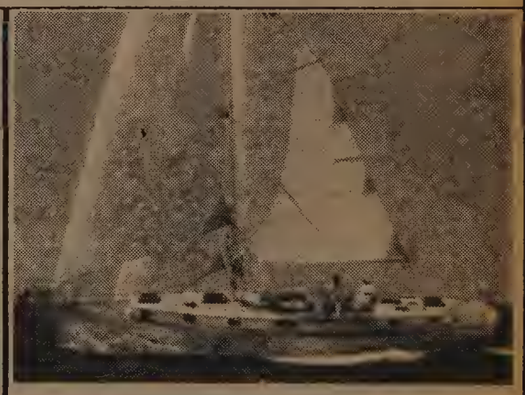
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25'	Santana	'73	slp	F/G	$15,000
27'	Ericson, o.b.	'72	slp	F/G	$18,500
27'	Pearson	'67	slp	F/G	$16,000
30'	C&C Mega, retract. keel, c/trlr	'78	slp	F/G	$25,000
30'	S-2	'78	slp	F/G	$49,500
30'	¾ ton Race	'81	slp	wd	$38,000
32'	Traveller	'73	ctr	F/G	$50,500
33'	Nor'West	'80	slp	F/G	$68,000

Size	Boat Make	Yr.	Type	Const	Price
35'	Cheoy Lee	'35	slp	F/G	$79,500
35'	Ericson	'70	slp	F/G	$44,500
35'	Ericson	'77	slp	F/G	$54,500
35'	Ericson	'75	slp	F/G	$56,000
35'	Pearson	'69	slp	F/G	$54,900
36'	Hunter	'81	slp	F/G	$66,000
36'	S-2 11 Meter	'79	slp	F/G	$73,500
38'	DownEast	'75	cut	F/G	$79,000
38'	DownEast	'79	ctr	F/G	$89,500
40'	Anacapa	'65	slp	F/G	$75,000
40'	Staydel	'67	ket	Wood	$65,000

Size	Boat Make	Yr.	Type	Const	Price
40'	Boyd & Young	'50	slp	Wood	$35,000
40'	Cheoy Lee	'74	ywl	F/G	$83,350
42'	Westsail	'76	ket	F/G	$150,000
43'	Endeavor	'80	ket	F/G	$169,500
44'	Gulfstar	'81	slp	F/G	$172,500
44'	Peterson	'75	slp	F/G	$117,500
44'	Silhoute	'70	slp	F/G	$275,000
44'	Swan Nautor	'79	slp	F/G	$256,000
50'	Gulfstar	'80	ket	F/G	$220,000
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36' LITTON TRAWLER. New condition.....$80,000
36' ISLANDER '75. Barients, autopilot, diesel, spin. & more.....$64,500
36' HUNTER '80. Yanmar dsl., good gear, very clean.....$64,900
35' FANTASIA CUTTER, '79. Lots of gear, diesel.....$84,000
35' ERICSON '74. Bristol, Barients, full instru., VHF, Atomic 4, more.$44,000
35' ALBERG-ERICSON MKI '64. Full keel cruis'g sloop, dsl. & x-tras..$39,500
35' MAGELLEN '65. Aft cabin, full keel, strip-planked, refridge., dsl..$49,500
35' ERICSON '74. Barients, Signets, CNG, shower.....$44,900
34' TARTAN '74. S&S design, autopilot, windlass, very clean.....$42,500
31' MARINER '69. Well-equipped cruiser, Perkins.....$44,950
30' YANKEE '72. Strong & fast S&S design, race rigged.....$30,000
30' WINDWARD '67. F/G, custom, roomy cruis'g sloop w/Volvo dsl..OFFER
28' HALLBERG '59. Swedish sloop, mahogany on ash.....$10,500
28' STONE SLOOP '60. Fir on oak, inboard.....OFFER
28' ISLANDER. Race equipped w/halyards back, Volvo dsl & more....$34,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean.....$22,500
27' BRISTOL '66. Strong Alberg full keel design.....$14,000
27' SANTANA. 7 winches, pulpits & lifelines, Honda o.b.....$16,000
26' COLUMBIA MKII. 30-ft. San Francisco berth.....$11,900
25' PETERSON '76. Like new, much gear and San Francisco slip.....$17,500
25' CAL '65. VHF, Evinrude O.B.....$9,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizzare Snafu, please call & list your boat.

BOB TEFFT CRUISING
415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

SELECTED LISTINGS

25' Atkin Gary Thomas gaff sloop, 1978, excellent character....$21,000
26' Contessa sloop, 1976, well outfitted for cruising.....21,000
26' Garden gaff cutter, 1967, "VASHON ISLAND", good gear.....44,500
28' Rhodes Ranger sloop, 1962, sailed to New Zealand and back..22,500
30' Tahiti ketch(es), we have 3 at this time.....from 21,500
30' Herreshoff Bermuda ketch, recent diesel and spars.....26,500
31' Independence cutter, 1978, very clean, seller anxious.....45,000
32' Westail cutter, 1975, vane and lots of goodgear.....60,000
36' Angelman Sea Witch ketch, Aries, Avon life raft.....60,000
36' Dickerson custom ketch, 1969, cruise veteran, clean.....50,000
37' Alden cutter, 1949, built by Dunnigan, good sailer.....38,000
38' Hans Christian MKII cutter, 1979, just arrived back.....105,000
38' Alajuela cutter, 1975, nicest & best outfitted on Coast.....89,500
39' Freya cutter, 1978, Aries, sailed to Sweden and back.....175,000
40' Cheoy Lee Offshore 40 yawl, 1966, Aries, good gear, clean....89,500
40' Allied Sea Venture ketch, 1979, cruise veteran, clean.....120,000
41' Gulfstar ketch, 1975, vane, Omega, SSB, A/P, sharp.....115,000
45' Herreshoff Mobjack ketch, 1976, from New Zealand, loaded..80,000
46' Cal 2-46 sloop, 1976, radar and many custom extras.....175,000
65' North Sea trawler/motorsailer, 1960, 5000-mi. range.....200,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 Listings

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawl without notice.

EDGEWATER YACHT SALES, INC.
1306 BRIDGEWAY
SAUSALITO, CALIFORNIA 94965
(415) 332-2060

13' English Guppy, fixed keel, trailer, sleeps 2.....$1,650
22' Venture, swing keel, sleeps 4, great shape.....3,600
23' Colin Archer D.E. cutter, inboard engine, fully restored.....12,500
24' Gladiator, full keel, just refinished, loaded.....5,900
24' San Juan, '77, inboard engine, full race.....16,500
25' Cal, '67, full race.....try 7,900
25' Coronado sloop, great shape, roomy.....8,200
26' Mower yawl, diesel, cruise equipped.....15,000
27' Sun Yacht '78 diesel, wheel, big interior.....try 22,000
28' Cal, 30 h.p. engine, 9 sails, VHF, RDF.....try 14,500
28' Swedish full keel sloop, inboard engine, 7 sails.....10,500
29' Danish double-ender, fully restored classic.....35,000
29' Ericson, '75, wheel steering, full race.....try 22,000
30' Dragon sloop, all varnished classic.....6,000
30' Atkins cutter '77, diesel, outstanding.....21,000
30' Cheoy Lee ketch, all teak, diesel engine.....only 26,500
30' Angleman-Davies cruising sloop, diesel.....20,000
31' Bombay Motorsailer, diesel, dual steering.....39,000
32' Westsail cutter, Volvo MB3, cruise ready.....60,000
32' Buccaneer, center cockpit, big diesel, roomy.....35,000
33' Tartan 10 Meter, 1979, diesel, full race.....29,000
35' Ericson, new diesel, new sails.....38,500
36' Columbia, fully equipped for cruising, A-1 condition.....36,000
36' Islander Freeport '80, has everything.....try 85,000
37' CF racing machine.....priced low at 50,000
40' Caulking by American Marine, diesel.....try 39,000
41' Gulfstar '74, fully equipped for cruising.....89,500
41' Cheoy Lee Offshore yawl.....89,500
42' Anacapa Motorsailer.....89,500
44' Schock yawl, $23,000 spent on her recently.....45,000
47' Motorsailer, cutter rigged, inside steering.....125,000
48' Tartan cutter, full race or cruise.....try 120,000



KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.
San Rafael, CA 94901 (415) 456-1860

Insurance

— WOOD —

19' Teak Lady sloop.....2 from.....$4,000
20' Cal.....5,000
25' Cold-molded Roberts sloop, 1981.....28,500
25' Friendship gaff schooner "Cygnus".....25,000
25' Giles Vertue sloop.....reduced.....21,000
26' Clark sloop — inboard.....12,000
27' Condor sloop — inboard.....12,000
28' Rozinante — classic.....21,000
28' Original H-28 sloop, new decks.....19,000
28' P-28, inboard, custom.....15,000
30' Crosby Cutter.....12,500
30' Hurricane.....12,500
30' Tahiti ketch, teak, diesel.....try 30,000
30' Holiday yawl.....15,000
30' Winslow Ketch — rare.....offers
34' Kristofferson D/E sloop.....try 24,000
34' Sharpie-type ketch.....14,000
46' Custom ketch — aft cabin, new diesel.....78,500
50' Force 50.....130,000

— FIBERGLASS —

22' Columbia, Honda outboard.....5,800
27' Bandholm sloop.....Offers
32' Pearson Vanguard — one owner.....34,000
32' Westsail — well maintained.....60,000
34' Islander — full keel.....34,000
40' Cheoy Lee Offshore yawl.....98,000
41' CT custom.....72,500
42' Westsail — radar plus.....140,000
48' Hughes Yawl — refitted.....130,000
50' Columbia custom — new diesel.....100,000

Many Other Listings of Quality Boats Available

DEALERS FOR:
FORCE 50
SEA WOLF 44
ROBERTS 45
PETERSON 34

SKIPPERS YACHT SALES



CAL 39 '79. The only comment said is WOW! What a boat — and for only $88,000. Come and make an offer for a nice cruising live-aboard.



38' DOWNEAST CUTTER just completed TransPacific cruise. 88 ch VHF, fathometer, compass, 3 bags sails, jiffy reefing, 6 man liferaft. $78,000.



26' BAHAMA 1977. Sail drive, keel stepped mast. $16,500.



27' CHEOY LEE 1968 Offshore. Diesel, 5 sails, South Pacific cruising veteran. $23.500.



SEA WOLF 44', NEW — $99,300! Call for details (*sistership*).



8.3 COLUMBIA 1978. Diesel, VHF, depthsounder, CB, stereo. $29,500.



41' FORMOSA-GARDEN DESIGN, '80. All f/g ketch, Perkins dsl., VHF, d.s., sleeps 7, large head w/seperate shower, *owner anxious*. At Our Docks. $79,000.

24' FARR 727 ¼-Ton sloop	$11,900
24' NEPTUNE 24K, 1980	21,000
24' ISLANDER BAHAMA	3 from 7,500
25' CHEOY LEE CLIPPER	2 from 15,500
25' CORONADO	2 from 8,500
25' CONYPLEX SEXTANT	11,500
25' NORDIC FOLKBOAT	2 from 5,400
25' SEILDMANN sloop	20,900
25' SPITZGATTER O/S diesel crs., sloop	13,950
25' TANZER 7.5	11,500
25' PETERSON 2-25 full race	16,500
25' FOLKBOAT-BORRESON	10,000
25' LANCER	14,000
25'6" FRIENDSHIP SCHOONER	2 — 25,000
26' COLUMBIA 26	11,000
26' INTERNATIONAL FOLKBOAT	27,000
26' ISLANDER EXCALIBUR	2 from 9,000
26' PEARSON ARIEL	13,000
26' RANGER	16,300
26' S-2 aft cockpit sloop	20,000
27' COLUMBIA 8.3	29,500
27' NOR'SEA 27	39,900
27' CHEOY LEE OS	2 from 23,500
27' BRISTOL 27	17,000
27' CATALINA SLOOP	17,000



50' FORCE 50. New ctrckpit ketch, berthing for 8 incl. queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. *(Sistership).* May Be Seen At Our Docks.

27' ERICSON	21,000
27' CAL 2-27	25,950
28' NICHOLS BUCCANEER	2 from 9,995
28' LANCER SLOOP	19,500
28'6" PEARSON TRITON aux. slp	21,000
29' COLUMBIA MKII sloop	26,000
29' RANGER diesel auxiliary sloop	33,950
29' COLUMBIA 8.7	33,000
29' ERICSON	27,000
30' HURRICANE SLOOP — Nunes Bros.	12,000
30' ERICSON racing sloop	34,000
30' SCAMPI 30 MKIV dsl aux. slp	49,500
30' RAWSON, diesel sloop	26,200
30' AMERICAN sloop, Nichols design	16,500
32' WESTSAIL cutter	60,000
33' PEARSON 10M	42,000
34' PETERSON (NEW)	69,666
34' TARTAN sloop (S&S design)	44,000
34' FORMOSA AFT CABIN, slp., dsl., '80	72,000
35' ERICSON	44,900
35' CORONADO aft cabin sloop	2 from 44,000
35' Mod. FRIENDSHIP aux. slp., gaff-rig, dsl	26,500
35' YORKTOWN diesel cutter	48,500
36' LANCER, diesel sloop	79,900
37' FORMOSA ketch	55,000



41' ISLANDER FREEPORT. '76, fully equipped for singlehanded cruising. Ask about possible $8,500 savings. $133,500.

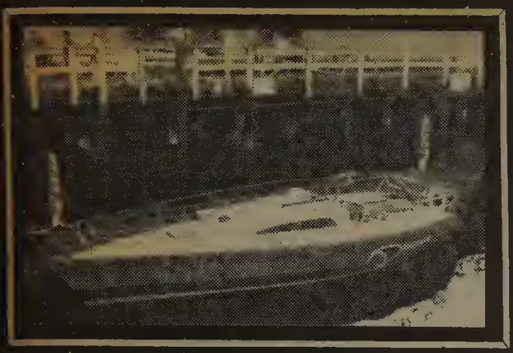
37' IRWIN MK V ketch, diesel	90,000
38' KETTENBURG Aux. Sloop	40,000
38' DOWNEAST CUTTER, diesel	2 from 78,000
39' IRWIN CITATION F/G, diesel	69,950
39' CAL 39, diesel sloop	88,000
39' ALLIED MISTRESS, ketch, diesel	80,000
40' CHEOY LEE OS	98,000
40' BLOCK ISLAND CUTTER, sloop rig, dsl	30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch	90,000
40' BOYD & YOUNG center cockpit dsl sloop	35,000
41' CORONADO, equipped	78,500
41' GULFSTAR 41, center ckpt sloop, dsl	89,500
41' C&C REDLINE sloop — diesel	90,000
41' MORGAN, aft cabin, sloop, diesel	97,000
41' CT 41' auxiliary, ketch, diesel	97,500
42' CASCADE 42 diesel ketch	72,000
43' WESTSAIL, diesel ketch	150,000
44' RHODES MOTORSAILER, twin diesel	140,000
45' LITTLE HARBOR diesel centerboard yawl	110,000
45' FREEDOM KETCH, diesel	183,000
46' LIDO CENTER COCKPIT yawl, diesel	69,500
47' OLYMPIC O/S cruiser	165,000
50' FORCE 50 PILOTHOUSE diesel ketch	159,500
51' FORMOSA PILOTHOUSE ketch, diesel	156,500
52'8" PASSAT, auxiliary ketch, diesel	90,000
60' ANA MARIE gaff-rigged cutter, diesel	225,000

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR *ALL* BOATS

1535 Buena Vista Ave., Alameda **(415) 522-6500**
No. 12 Marina Blvd., Pittsburg **(415) 432-8722**
3424 Via Oporto, Newport Beach **(714) 673-5200**

City Yachts

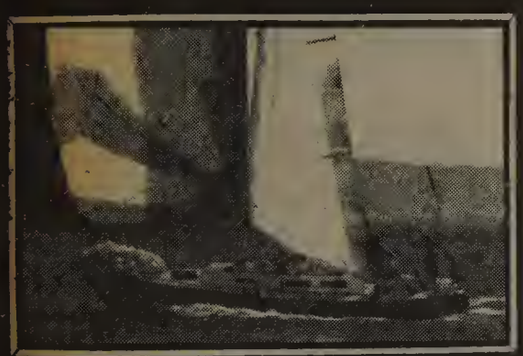
BROKERAGE



FARR 36, Sistership to TransPac winner. 17 sails, B&G instruments, VHF, SSB, liferaft. Fully equipt. for ocean racing. Newly painted topsides, deck & bottom. Owner transferred overseas. Must Sell.



ISLANDER FREEPORT 36. Beautiful liveaboard cruising cutter with berth on Marina Blvd. 4 sails, VHF, full instrumentation, varnished teak & oak interior. TV, phone & much more. Asking $132,000.



J/36. One-year old, 15 sails, full electronics, ideal TransPac boat, comfortable interior in a performance yacht. Seller anxious to buy new boat.



LAFITTE 44 *with S.F. Berth*. Much customized luxury cruising cutter. B&G, radar, VHF, autopilot, microwave, A.C. inverter, forced air heating, custom reefer/freezer & much more. Price drastically reduced to sell.

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Pamela Eldredge

20' CAL	3 from $5,000
23' RANGER	14,000
23' BEAR	12,500
24' J	14,900
24' SAMOURI	12,500
24' NORTHSTAR 727	14,000*
24' NIGHTINGALE	14,500
25' SANTANA	12,500
25' NORDIC FOLKBOAT	2 from 4,500
25' CHEOY LEE	15,500
25' ARIEL	14,750
25' CHEOY LEE	13,000
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	18,500
26' FRISCO FLYER	19,500
26' COLUMBIA MKII	10,950
27' TARTAN	24,500*
27' CAL T/2	19,000
27' SANTA CRUZ	20,000
27' MULL CUSTOM	18,000
28' RANGER	22,000
28' NEWPORT	35,000
28' MORGAN	25,500
28' WYLIE ½ TON	27,000
29' RANGER	31,950
29' ERICSON	29,500
29' HERRESHOFF H-28	27,000
30' ETCHELLS	15,500
30' CATALINA	38,000
30' SANTANA	44,500
30' ISLANDER	33,000
30' IRWIN	45,000
30' PEARSON	33,800
30' HUNTER	32,000
30' BURNS ½ TON	39,500
30' C&C CUSTOM	35,500
32' WESTSAIL	60,000
32' COLUMBIA SABRE	10,000
32' COLUMBIA 5.5	7,200
33' CHEOY LEE	52,500
33' TARTAN 10	2 from 32,000
33' MORGAN	85,000
34' PETERSON	65,000
34' PETERSON ¾ TON	42,000
35' SANTANA	59,500
35' CHEOY LEE	75,000
35' CORONADO	44,000*
36' FREEPORT	125,000
36' FREEPORT cutter	132,000*
36' J/36	120,000
36' S-2	73,500
36' PETERSON/ROGERS	98,000
36' ISLANDER	2 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
37' CRUISING SLOOP	49,500
37' FISHER KETCH	149,000
37' PETERSON	95,000
37' ESPRIT	120,000
39' CAL	99,500
39' ROGERS	82,500
40' MARINER	79,500
40' GARDEN KETCH	74,000
40' OFFSHORE YAWL	89,500
41' KINGS LEGEND	96,000
42' WESTSAIL	150,000
42' SOLARIS CATAM.	179,500
43' METER R-BOAT	29,500
43' SWAN	119,000
44' LAFITTE	225,000*
45' S&S ALUMINUM	149,500
45' DAVIDSON CUSTOM	235,000
46' CELESTIAL KETCH	124,000
47' OLYMPIC KETCH	150,000
50' KETTENBURG	130,000
50' FORCE 50 KETCH	125,000
50' SANTA CRUZ	200,000

**SAN FRANCISCO BERTH INCLUDED*

MUTIPLE LISTING BROKER

CLOSED TUESDAYS

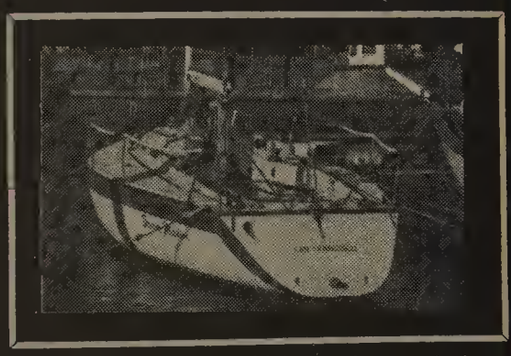
FOOT OF LAGUNA ST.

SAN FRANCISCO

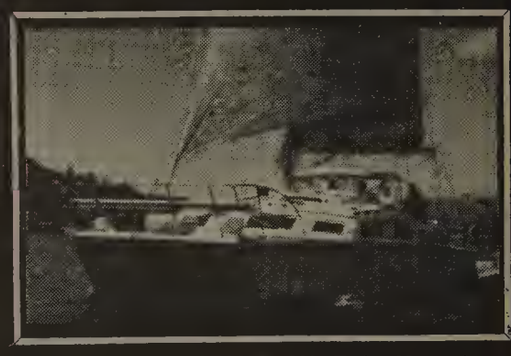
(415) 567-8880



CUSTOM 41' ALUMINUM DUBOIS-designed ocean racer. Comprehensive sail & equipment inventory. Very competitive, asking only $98,000. *Also* PETERSON 39 1981, only $75,000. We have a selection of fine racing yachts at very competitive prices.



SANTANA 35 (sistership). Popular one-design class boat w/all the toys for racing. Hydraulic vang & backstay, complete sail inventory, stereo, etc. Priced to sell immediately at $59,500.



42' SOLARIS CATAMARAN. Twin Mercedes dsl., B&G, radar, etc. Four dbl. staterooms, superb charter boat with incredible potential. Seller will consider trades and offers.

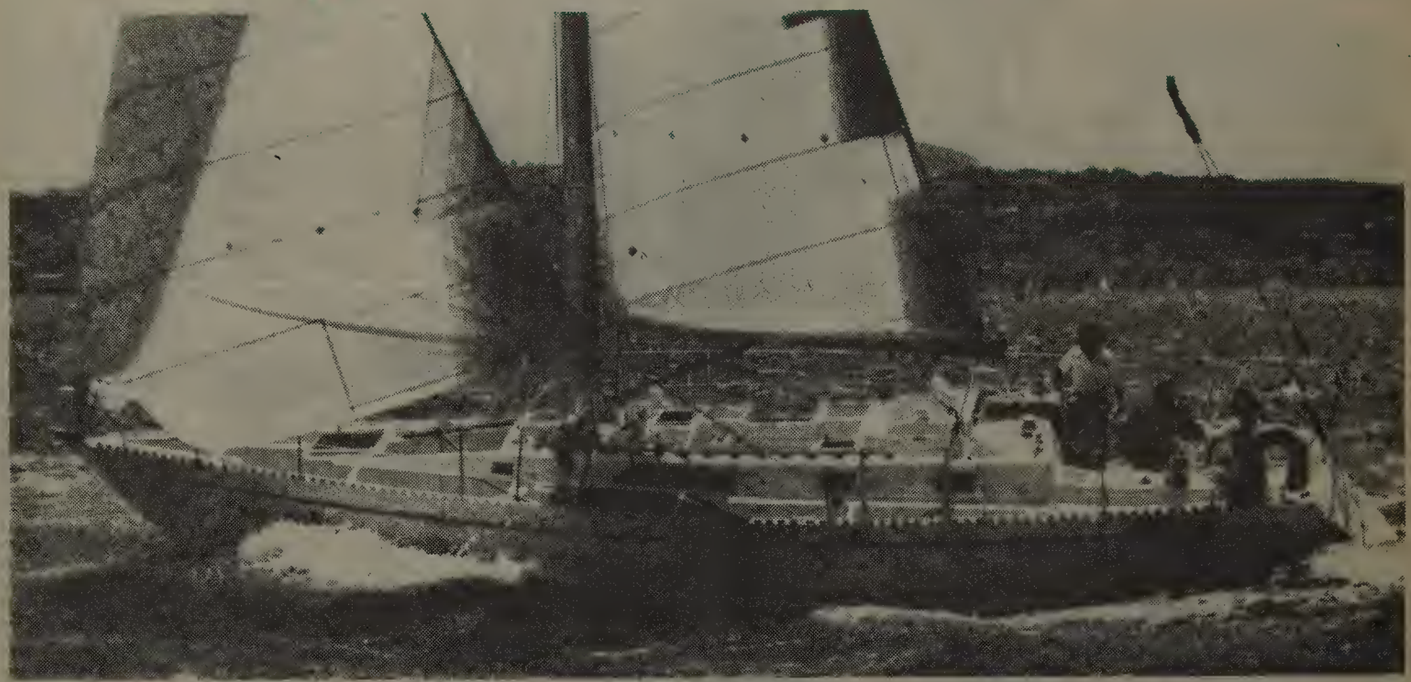


ROGERS 36. Peterson designed, built to highest standards, *"BLACK MAGIC"* is superbly equipped. Rare opportunity to own one of the West Coast's finest yachts at only $98,500.

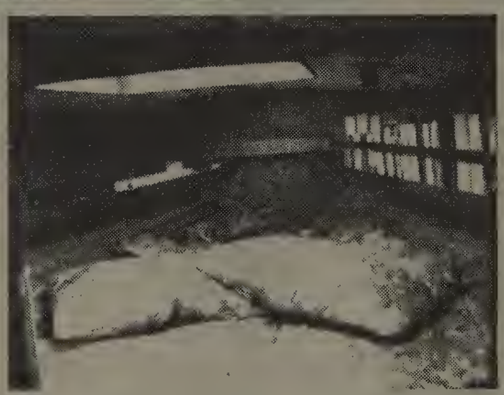
Hank Easom, Andrew Pitcairn, Rollo D. Dog

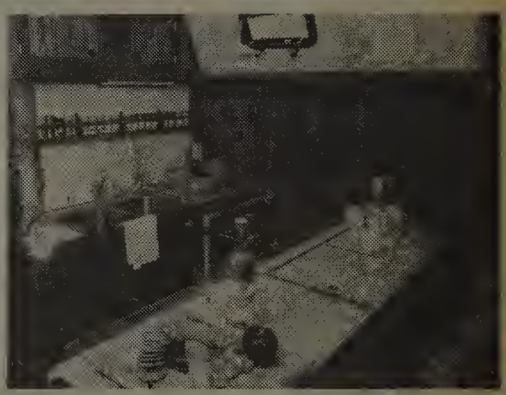
City Yachts

YACHT OF THE MONTH









44′ NORDIC

Seldom does one have the chance to purchase a "used" vessel that has been as meticulously cared for as this Nordic 44 — as a matter of fact it is better than new. Built for the owner of City Yachts, this beautiful yacht was the "Queen" of the San Francisco Boat Show and recent winner of the St. Francis Intra-Club Regatta. Many custom features have been incorporated into this high performance/long distance cruiser. This magnificent vessel has been professionally maintained and recently received a complete Micron 22 bottom paint job. Her Westerbeke diesel has seen very little use and all the equipment needed for safe, comfortable coastal cruising is aboard. The walk-thru layout includes luxurious accomodations for six in three seperate cabins with two heads and stall shower. The solid teak and cedar cabin sole in lieu of a veneer is just an example of the quality interior wood work used throughout. This American-built yacht is available immediately with a new boat warranty and is priced considerably below replacement cost. Contact us today for full details of this once-in-a-lifetime opportunity.

Foot of Laguna St., San Francisco, CA (415) 567-8880